

**CITY OF DALY CITY
PLANNING COMMISSION
REGULAR MEETING**

AGENDA

Tuesday, March 05, 2013 - 7:00 PM

Council Chambers, City Hall

Live Telecast: Comcast Channel 27, Astound 26, AT&T U-Verse 99

Webcast: www.dalycity.org/meetings

OPENING OF MEETING:

PLEDGE TO THE FLAG:

ROLL CALL:

MINUTES: Approval of Minutes of December 4, 2012 and February 5, 2013

PUBLIC HEARING:

1. Planned Development PD-2-10-1726 (PD-66), General Plan Amendment GPA-2-10-1725 (GPA-08-1) and Environmental Assessment CEQA-3-12-5237 for General Plan Amendment from Commercial Retail and Office to Low Density and a Residential Zone Change from Pre-Planned Development to Planned Development PD-66 to allow 16 residences on a 1.84 acre parcel.

APPLICANT:	BTM Group, C/O CKS Environmental
LOCATION:	Vacant Parcel West of the Intersection of Martin Street and Steve Courter Way (APN 005-042-020)
ENVIRONMENTAL ASSESSMENT:	Mitigated Negative Declaration per CEQA Guidelines Section 15070
PLANNER:	Steve Engfer, Assistant Planner

2. General Plan Amendment GPA-9-12-6223 and CEQA-2-13-6789 for General Plan Update and Environmental Impact Report Certification (State Clearinghouse Number 2012032024).

APPLICANT:	City of Daly City
LOCATION:	Citywide

Agenda – Planning Commission

Tuesday, March 05, 2013

Page 2

ENVIRONMENTAL	Environmental Impact Report Certification
ASSESSMENT:	
PLANNER:	Michael VanLonkhuysen, Senior Planner

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

ACQUISITIONS, VACATIONS, ETC. - SECTION 65402(A):

ADJOURNMENT:

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should notify the Office of the City Clerk at 991-8078 as early as possible.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

ACTION MINUTES
DALY CITY PLANNING COMMISSION
Regular Meeting
Tuesday, December 4, 2012
Council Chambers, Daly City

Chair Kelly called the meeting to order at 7:00 p.m.

ROLL CALL: Present: Edelman, Kelly, Crump and Sylvester
 Absent: Lubiano

Staff Present: Schott, Mothershead, Engfer and DeFries

APPROVAL OF MINUTES: Moved by Commissioner Crump, seconded by Commissioner Sylvester, to approve the minutes of November 7, 2012. Motion carried 4-0.

PUBLIC HEARINGS:

1. **Zone Change ZC-5-12-5991, Minor Subdivision SUB-3-12-5282, Design Review DR-3-12-5283, and CEQA-5-12-5592 to amend the zoning from ID-Interim District to R-1 Single-Family District and subdivide one lot into four lots to construct four new single-family residences – West side of 3rd Avenue (between Castle Street and Habitat Way)**

Staff report presented by: Steve Engfer, Assistant Planner

Mr. Engfer presented the proposal for an undeveloped lot located on the west side of 3rd Avenue. The only input he received from the public was a call from Karen Meyers, a resident of a neighboring apartment building. Her main concern was construction noise.

He explained that the ID zoning designation was applied to the site when it was originally annexed into Daly City. The ID district only allows for maintenance of existing uses. In order to develop the lot for the proposed residential uses, a zone change is required. The proposed change from ID to R-1 will allow for the proposed subdivision of APN 006-253-500, a 10,000 square foot lot, into four 2,500 square foot lots, and the construction of one single family residence on each resulting lot. The remaining lot proposed for the zone change will remain vacant and is not a part of the subdivision or design review. The proposed R-1 zone is compatible with the zoning districts in the vicinity, which are R-1 and R-3 (Multi Family District). In conjunction with the minor subdivision application, there is a design review application for the proposed construction of four single family residences.

All four residences are proposed to have four bedrooms and three bathrooms with a floor area of 2,333 square feet and 410 square foot garages. The resulting building lot coverage would be no greater than 55%, in compliance with the maximum allowed in the R-1 district. The proposed plans include a two car side-by-side garage and two off-street parking spaces on the driveway.

Required 3rd Avenue frontage improvements will result in new sidewalk, curb and gutters along the entire project frontage where none currently exist. The applicant worked with staff to propose the driveway curb cut layout to accommodate the maximum on street parking potential.

Several design features were proposed for the buildings including recessed garage doors and door entry areas, bay windows, stucco finish foam trim, and stone wainscoting. There is a condition of approval that requires the proposed backyard four foot retaining walls to include step access to the portion of the lots behind the retaining walls. Proposed landscaping will incorporate drought tolerant species and water efficiency measures.

Commissioner Edelman was concerned that no trees were proposed for the front landscaping, only shrubs and ground cover. Mr. Engfer said there was no code that required trees. Commissioner Kelly asked why two lots were being rezoned, but only one was being subdivided and built upon. Mr. Engfer replied that the property owner wanted it to be included in the rezoning and future development of the additional lot would have to be compatible with the neighborhood.

Speaking on behalf of the applicant was Andy Tan. He said they would include trees in the landscaping. Commissioner Kelly reminded the applicant to be aware of construction noise and stay within the guidelines for the neighbors.

Commissioner Crump asked if the new General Plan would require street trees for new development. Ms. Mothershead replied that the updated General Plan will establish regulations that require street trees.

COMMISSION ACTION:

Moved by Commissioner Edelman, seconded by Commissioner Crump to close the public hearing. Motion carried 4-0.

Moved by Commissioner Crump, seconded by Commissioner Sylvester, to adopt the findings as outlined in the staff report of December 4, 2012. Motion carried 4-0.

Moved by Commissioner Edelman, seconded by Commissioner Sylvester, to affirm the Environmental Assessment. Motion carried 4-0.

Moved by Commissioner Sylvester, seconded by Commissioner Edelman, to approve Zone Change ZC-5-12-5591, Minor Subdivision SUB-3-12-5282 and Design Review DR-3-12-5283 subject to the Findings and Conditions as outlined in the staff report of December 4, 2012. Motion carried by unanimous roll call vote (4-0).

COMMUNICATIONS:

ADJOURNMENT:

Moved by Commissioner Crump, seconded by Commissioner Sylvester, to adjourn at 7:15 p.m.

Respectfully submitted,



Brian Millar
Director of Economic and Community Development

ACTION MINUTES
DALY CITY PLANNING COMMISSION
Regular Meeting
Tuesday, February 5, 2013
Council Chambers, Daly City

Chair Kelly called the meeting to order at 7:00 p.m.

ROLL CALL: Present: Edelman, Kelly, Crump and Lubiano
 Absent: Sylvester

Staff Present: Schott, Mothershead, Van Lonkhuysen, Tugado and Oasay

ELECTION OF OFFICERS: Moved by Commissioner Edelman, seconded by Commissioner Kelly, to nominate Commissioner Crump to Planning Commission Chair. Moved by Commissioner Edelman, seconded by Commissioner Crump to close the nominations. Motion carried 4-0 to appoint Commissioner Crump as Planning Commission Chair. Moved by Edelman, seconded by Commissioner Crump to nominate Commissioner Lubiano as Planning Commission Vice Chair. Moved by Commissioner Kelly, seconded by Commissioner Edelman to close the nominations. Motion carried 4-0 to appoint Commissioner Lubiano as Planning Commission Vice Chair.

PUBLIC HEARINGS:

1. Draft Bicycle and Pedestrian Master Plan

Staff report presented by: Michael Van Lonkhuysen, Senior Planner

Mr. Van Lonkhuysen presented the Draft Bicycle and Pedestrian Master Plan and highlighted the top five priority bicycle and pedestrian projects identified in the Plan.

Commissioner Edelman asked if the cost estimates provided in Appendix E included all costs that could be associated with the listed projects. Mr. Van Lonkhuysen responded that there could be additional costs such as right-of-way acquisition, roadway improvement, and similar cost items. Commissioner Kelly expressed concern about the need for the City to enforce traffic laws that pertain to bicyclists. Commissioner Crump asked if the Plan's implementation costs would be paid for by the City's capital improvement funds. Mr. Van Lonkhuysen responded that most of the Plan's implementation costs would be paid for by grants, but that the City could be required to match grant funding. There was no public comment on the Plan.

COMMISSION ACTION:

Moved by Commissioner Kelly, seconded by Vice Chair Lubiano to close the public hearing. Motion carried 4-0.

Moved by Vice Chair Lubiano, seconded by Commissioner Edelman, to affirm the Environmental Assessment. Motion carried 4-0.

Moved by Commissioner Kelly, seconded by Commissioner Edelman, to recommend to the City Council to approve the Draft Bicycle and Pedestrian Master Plan as outlined in the February 5, 2013 staff report. Motion carried 4-0.

COMMUNICATIONS:

ADJOURNMENT:

Moved by Commissioner Kelly, seconded by Vice Chair Lubiano, to adjourn at 7:17 p.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Brian Millar". The signature is written in a cursive, flowing style.

Brian Millar
Director of Economic and Community Development

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Daly City Planning Commission Agenda Report

333 - 90th Street ♦ Daly City ♦ California ♦ 94015 ♦ 650-991-8033

Meeting Date: March 5, 2013

Application: Planned Development PD-2-10-1726 (PD-66), General Plan Amendment GPA-2-10-1725 (GPA 08-1), Environmental Assessment CEQA-3-12-5237

Project Planner: Steve Engfer, Assistant Planner

Project Location: Vacant Parcel West of the Intersection of Martin Street and Steve Courter Way (APN 005-042-020)

Project Description: General Plan Amendment from Commercial Retail and Office to Low Density Residential, Zone Change from Pre- Planned Development to Planned Development (PD-66) to allow future subdivision of 16 residences on a 1.84 acre parcel

Applicant: BTM Group, C/O CKS Environmental
P.O. Box 927
Pacifica, CA 94044

Property Owner: Birma LLC
P.O. Box 1328
Point Reyes, CA 94956

Environmental Assessment: Mitigated Negative Declaration per CEQA Guidelines Section 15070

Applicable Daly City
Municipal Code Sections: Daly City Municipal Code Sections:
Chapter 17.48 Amendments
Chapter 17.28 Planned Development
Chapter 17.31 Pre-Planned Development District

Site Information

Property Sizes	Existing Use	Proposed Use	General Plan Designation	Current Zoning
1.84 Acres	Vacant	16 New Residences	C-RO Commercial Retail and Office	Pre-PD

Area Information

Land Use	Zoning
North: Vacant/Hillside	Pre- Planned Development
South: Vacant/Hillside	Pre- Planned Development
West: Vacant/Hillside	Pre- Planned Development
East: Residential Dwellings/Summit Ridge	PD53: Planned Development

Introduction

The applicants, David Beaumont of CKS Environmental and Tom Carey, representing Birma LLC, submitted an application for a General Plan Amendment and Planned Development for a future 16 lot subdivision of an existing 1.84 acre, undeveloped lot on Martin Street. (Attachment A- Location Map)

The project requires review and approval of multiple land use entitlements in order to be developed. All of the following are applicable: A General Plan Amendment to change the land use designation from the existing Commercial Retail and Office to a designation of Low Density Residential; a Planned Development (Zoning District change) from Pre-Planned Development to PD-Planned Development; an environmental review consistent with CEQA; a Subdivision for the proposed 16 lots; and Design Review for consideration of the architectural and landscape designs. At this time the General Plan Amendment, Precise Plan and CEQA environmental assessment are being considered. The applicant intends to submit Subdivision and Design Review applications in the future that will require additional details and Planning Commission and City Council hearings. Staff is recommending approval of the General Plan Amendment, Precise Plan and environmental assessment.

Background

Members of Birma LLC (formerly Teralena, Inc.) have owned the subject property for over 40 years and have attempted numerous times to develop the site since 1987. Due to a combination of factors, including adverse market conditions, concerns and interests of neighboring property owners, the subject site has not been developed. Although not required for this current application, the applicant has provided documentation chronicling real-estate offers made over the years in an effort to obtain surrounding lands that could potentially be utilized for a larger master planned development project. The City expressed interest in seeing a more coordinated approach to developing this area and there had been proposals to do so by other developers in the past. However, no land use entitlements have been approved for this aggregate area. Therefore, the City has allowed evaluation of individual this individual project..

The proposed development is located in what previously was the Bayshore Redevelopment Project Area. The Redevelopment Agency granted conceptual approval of a plan for this site, Conceptual Review CR06-7 in April 2007. Although some issues were addressed as a part of the Conceptual Review, the approval of a conceptual review did not relieve the project from meeting City requirements applicable to the project. At the request of the applicant, the Preliminary Plan was brought forward to the Planning Commission on January 4, 2011. The Planning Commission denied the Preliminary Plan because it did not meet City requirements as proposed. Subsequently the applicant worked with City staff and provided a Preliminary Plan that met City requirements, which was supported by the Planning Commission on April 3, 2012 and approved by the City Council on April 23, 2012 allowing the application to move forward to the Precise Plan step under consideration today.

Project Description

The Planned Development project site includes a concept plan for the subdivision and construction of 16 single family residential units. The lots would range in size from approximately 1,500 to 2,150 square feet, with the intent to build one detached single-family dwelling per lot. The proposed building square footages are estimated to be between 1,850 and 2,100 square feet. The site will maintain approximately one acre as private open space to be maintained by a homeowners association (HOA). The project site has topographical constraints due to an overall site elevation differential of approximately 160 feet, or a 33% grade. The lower portion of the project site, nearest Steve Courter Way, is proposed for the residential development and the remaining upper portion of the site is proposed as private open space. Lots 1-4 have direct access from Martin Street while the remaining lots would obtain access from the private drive that meanders up the grade, with some sections at 18% slope, to a terminus at a "Hammerhead T". (Attachment B- Precise Plan)

General Plan, Zoning and Project Density

The General Plan Land Use Designation for the subject lot is Commercial Retail and Office. This designation allows for retail, service and office uses. As proposed, the General Plan Land Use Designation would be amended to Low Density Residential, which allows a Residential Density Range of 2-14.5 density units per acre. The proposed density for the conceptual 16-lot single-family residential subdivision is 8.7 dwelling units per acre.

The nearby Summit Ridge subdivision has a net density of 7 units per acre on the 10.65 acre site. The residential development consists of 74 single-family residences with lot sizes ranging between 2,500 to 4,750 square feet. The average lot size is 3,245 square feet. The Point Martin Subdivision density and design would be consistent with the existing nearby Summit Ridge neighborhood.

Daly City's Draft General Plan, anticipated for adoption in March 2013, also proposes the change of the existing land use designation from Commercial Retail and Office to Low Density Residential. The proposed changes results in a density and land use that is consistent with existing area conditions and future planned densities for the site and parcels within the immediate vicinity.

The development standards are based upon the Precise Plan for an established Planned Development District, and constitute the zoning standards for the property, such as allowable uses, maximum number of units, required parking and open space requirements. The proposed Precise Plan includes rear yard setbacks no less than 15 feet, side yard setbacks no less than required by applicable building and fire codes, and front yard setbacks a minimum of 8 feet from the front property line, (excluding lots 1, 2, 3 and 4 as shown on the Precise Plan, which shall be no less than 17 feet from the street curb line and lot 1 being no less than 12 feet from the street curb line). The setbacks are similar to the nearby Summit Ridge subdivision along nearby Steve Courter Way residences that provide opportunity for a buildable area and match the predominate setback along the Steve Courter Way block frontages. The proposed Precise Plan results in a maximum of 16 single family residential units and any increase in density would not be allowed per the development standards. Staff supports the proposed General Plan and Zoning amendments, as the changes will result in a land use density compatible with existing nearby

residential neighborhood densities and the Envision Daly City, General Plan update proposed land use designations. (Attachment D- PD-66 Draft Development Standards)

The project proponents have provided a preliminary architectural rendering and a significant amount of common open space is proposed, maintaining an abundance of vegetation. A detailed discussion of architectural and landscaping design will be provided when the applicant returns for the Major Subdivision and Design Review entitlements.

Parking and Circulation

The proposed private drive aisle width provides a minimum of eight feet in width for each traffic lane. Internal pedestrian circulation is provided by sidewalks and all will be required to be ADA compliant. The proposed Martin Street right-of-way extension is required to meet City standards for a local street and, as proposed, it will not preclude the development of a collector street in the future via connections to adjoining properties. The proposed Hammerhead T design was evaluated in detail by the Fire Department and the applicant made adjustments to the plans to meet Department design standards.

The applicant has proposed two in-garage and two in-driveway parking spaces per unit, resulting in a total of four off-street parking spaces per unit, except lots 6 and 7 which include two in-garage and one in-driveway spaces per unit. The proposed private drive also includes five additional guest parking spaces. Additional parking spaces on the Martin Street frontage may be accommodated. The total number of parking exceeds the minimum number of spaces mandated by the Zoning Ordinance, which requires two spaces for each unit. The proposed circulation plan includes access alignments to neighboring parcels from the proposed Martin Street right-of-way extension that sufficiently demonstrates, in concept, that access could be provided to the neighboring lots.

Utility Providers

The parcel is in an urbanized area with all public services capable of serving the new lots. Utilities to serve the project are in place within the vicinity and at the time of subdivision application additional utility plan details will be required to address any needed infrastructure upgrades including electrical, water, sewer, telephone service and access to public streets.

<i>Utility</i>	<i>Provider</i>
Water	City of Daly City
Sanitary Sewer	Bayshore Sanitation District
Gas & Electric	PG&E
Telephone	Pacific Bell
Cable Television	AT&T Cable Services/Astound
Fire Protection	North County Fire Authority

Future Site Requirements

There are additional design details such as water infrastructure, storm water infrastructure, street improvements, retaining wall design and architectural details, that will be required at the time of

the subdivision, design review, final map and building permit application stages. Conditions of approval and the draft planned development standards ensure that necessary details be provided at appropriate stages in order to insure that requirements are met.

Environmental Assessment

CEQA Determination	Negative Declaration per Section 15070 of the California Environmental Quality Act
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Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA). An Initial Study was required and completed. There is one mitigation measure that requires nesting bird and raptor surveys prior to construction activities to mitigate potential impacts to those populations. Staff has determined that subject to the conditions and Mitigation Monitoring and Reporting Program, the project would not have a significant impact on the environment. (Attachment E- Initial Study, MND & MMRP)

Fiscal Analysis

The proposed project will allow for the future subdivision application and the construction of one unit on each of the resulting 16 lots. Prior to the future subdivision project completion and building permit issuance, the applicant will be required to pay park in-lieu fees, building permit, plan check, and AB 1600 development impact fees to the City. Additionally, the value of the new dwelling units will be added to the current assessed value of the subject properties, which will result in additional property tax collection by the County, a portion of which would be distributed to the City. The addition of a unit to each of the resulting parcels would add an incremental demand for City services.

Findings

Staff finds that the proposed General Plan Amendment GPA-2-10-1725 (GPA 08-1), Zone Change ZC- PD-2-10-1726 (PD-66), and CEQA-3-12-5237 is in accordance with Chapter 17 of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing or working in the vicinity. The proposed general plan amendment and zone change would not be injurious or detrimental to property and improvements in the neighborhood or result in substantial environmental damage or disturbance. Additionally, the general site considerations have been incorporated to ensure compatibility with adjacent buildings and to provide an attractive environment. These findings are based in part on the following facts:

General

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on April 3, 2012; and the City Council conducted a public hearing on April 23, 2012 approving the preliminary plan for the project and notices of said hearings was by newspaper publication on March 23, 2012, posting and first class mailing to property owners within 300 feet of the site.

2. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on March 5, 2013; notice of said hearing was by newspaper publication on February 22, 2013, posting and first class mailing to property owners within 300 feet of the site.
3. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project will not have a significant impact on the environment. Staff recommends that the Commission affirm the Environmental Assessment and recommend to the City Council that a Mitigated Negative Declaration per Section 15070 (a) of the CEQA Guidelines be adopted for this project.
4. The proposed change from Pre-PD (Pre-Planned Development District) to PD-66 (Planned Development 66) will allow for the future subdivision of the lot and the construction of 16 new single family residences. The proposed PD-66 zone is compatible with the zoning districts in the vicinity that include Summit Ridge PD-53 (Planned Development 53), R-1 (Single Family District) and R-3 (Multi Family District).
5. The proposed General Plan Amendment and Planned Development zone change, together with provisions for its improvement, are consistent with the objectives, policies, and general land uses as outlined in the Daly City General Plan. More specifically, the General Plan land use designation for the site would be Low Density Residential, which allows up to 14.5 dwelling units per acre. The applicant is proposing to subdivide a single parcel into 16 lots where the proposed density would be 8.7 units per acre.
6. The proposed project is consistent with the General Plan Housing Element Policies that encourage new residential development in suitable locations and maintain and enhance the quality and diversity of Daly City's neighborhoods.
7. The proposed land use conforms to Objective 6 and 7 in the General Plan Land Use Element, which states that, a pattern of variety in residential densities; types and tenure should be maintained in order to provide housing opportunities.
8. The proposed general plan amendment is also consistent with the Draft General Plan update which proposes the same land use designation of Low Density Residential for the project site and other parcels within the vicinity.
9. Prior to construction, Major Subdivision and Design Review entitlements must be obtained. The applicant will pay fees that mitigate the potential impacts caused by the project related to schools, public facilities, and public utility connection fees. The proposed project is in compliance with the parking requirements established by the Daly City Zoning Ordinance.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for General Plan Amendment GPA-2-10-1725 (GPA08-1), Zone Change ZC- PD-2-10-1726 (PD-66), and CEQA-3-12-5237 subject to the following conditions and Daly City General

Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A. ECONOMIC AND COMMUNITY DEVELOPMENT DEPARTMENT

General

1. The applicant shall file a Declaration of Acceptance of the conditions of approval with the City Clerk within thirty (30) days of City Council approval. Until said declaration is filed, the General Plan Amendment and Planned Development shall not be valid for any purpose.
2. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.
3. A Major Subdivision and Design Review application shall be required prior to any development for the Planned Development subject to the submittal requirements thereof.
4. All CEQA Mitigation Measures shall be met prior to construction activities as outlined in the Mitigation Monitoring Program.
5. The applicant shall submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2 NPDES Permit No. CAS612008 with sufficient details as required by the City in order to determine substantial conformance of the Tentative Map to the Final Map, prior to the recordation of the Final Map, with all design details required prior to the issuance of the building permit for the project.
6. The project shall conform to all applicable the City of Daly City General Conditions of Approval.
7. All technical corrections or modifications required by the City Engineer shall be incorporated into the Final Map, and all applicable fees paid prior to approval for recordation.
8. Per the 2010 California Building Code, upon submittal for building permit, residential structures that are to be located in areas where the CNEL exceeds 60 db, the applicant will be required to provide an acoustical analysis report, that shows topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction, noise attenuation measures to be applied, and an analysis of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.
9. In conjunction with the Major Subdivision and Design Review application, the developer shall furnish to staff, a detailed description of green building measures intended to be incorporated into the development per City Green Building Standards.

10. The applicant shall prepare an agreement to implement a maintenance plan including litter cleanup plan for all open space areas, planters and public sidewalks adjacent to the development. Included in this plan, shall be coordination and scheduling plan for disposal collection of waste and recycling collected in common open space areas.
11. Proposed landscaping shall incorporate Bay Area Friendly species that are drought tolerant and the irrigation systems shall incorporate water efficiency measures. No building permit may be issued until this condition is met.

B. PUBLIC WORKS DEPARTMENT

12. An encroachment permit application shall be required for the project.
13. All public improvements shall be per City standards and/or as per approved PD-66 plans at no cost to the City
14. The centerline on the "Martin Street" alignment as shown on the Precise Plan, shall align with the centerline of Farrier Place. If the street is not constructed to full width, the improvements shall be constructed on the development side of the right-of-way to allow for widening without impacting the properties improved by the current development. The alignment must allow for the improvement to collector street standards with the setback from the right-of-way line on the north side commensurate with the distance provided by the previous development on the west side of Steve Courter Way. Adequate space shall be provided in the right-of-way to accommodate the required ADA pathway behind any future driveways on the north side of the street.
15. Provide ADA connection from Martin Street to Steve Courter Way. ADA access shall be continuous along the south side of Martin Street.
16. Naming of all streets shall be subject to approval of the City. Engineering and Planning Division approval that this condition has been met shall be required prior to building permit issuance.
17. All stormwater detention, treatment system or other C.3 or LID improvements shall be located outside the public right-of-way and maintained by the HOA. HOA documents shall include the required maintenance provisions and attach final O-&-M agreement for stormwater as required. All privately owned and maintained improvements shall be located outside the public right-of-way. There shall be no private improvements within the public right-of-way. A draft HOA agreement draft shall be required at time of subdivision map application.
18. Storm runoff discharged to City mains shall be per pre-development conditions and supported by satisfactory calculations. The storm drain in Martin Street shall be properly sized. An oversized line has the potential to impact the downstream system. Discharge calculations shall be based on connections to existing storm drain at Steve Courter Way.

Storm drain connection at Steve Courter Way shall be per City standards. All line bends shall be within manholes.

19. The applicant shall comply with the applicable requirements of the City of Daly City General Conditions of Approval: Use Permits, Variances, Design Reviews, Planned Developments, and Subdivisions, in effect at the time of subdivision and design review application submittal, final map submittal and/or at the time of building permit application.
20. The applicant shall include all utility service connections as required, site improvements and all proposed work within the right of way on the building permit plans submittal. Engineering Division approval that this condition has been met shall be required prior to building permit issuance.
21. The applicant shall investigate and develop a utility plan in cooperation with the City that includes utility undergrounding along the development frontage.
22. Provide erosion and stormwater pollution prevention plan incorporating the best management practices, including operation and management provisions per the requirements applicable at the time of construction permit application. During the rainy season (Sept 30 to April 15) the developer shall submit a revised erosion control plan every 5 working days.
23. The applicant shall provide specific measures and work plans to prevent pollutants from entering the public storm drain system in compliance with the NPDES regulations. Drainage to the public storm drain system shall be through pipes under the sidewalk, as drainage over the sidewalk is not permitted. The rate of flow to the City's Storm Drain System shall not exceed the predevelopment rate. The development shall provide infiltration or detention for increment of drainage flow for a 10-year/2 hour-frequency storm event. The development shall provide fail-safe emergency drainage conditions for worst-case events that may occur during the life of the project in excess of 100 years.
24. The applicant shall submit grading plans, soil investigation report and stormwater pollution prevention plans at the time of each building permit submittal.
25. All public improvements shall be completed per applicable standards and approved plans at no cost to the City before any occupancy permit may be issued.
26. Submit digital and two hard copies of grading, utilities, sidewalk, street and other improvement plans for City review and approval prior to request for applicable permits. Plans shall include complete details and supporting calculations for on-site and offsite work.

C. WATER AND WASTEWATER RESOURCES DEPARTMENT

27. A full set of plumbing plans shall be required for submittal and review at the time of building permit submittal.
28. The Precise Plan water system layout has been approved conceptually; however, numerous changes to the proposed water system plan will likely be required. Some of these changes

may include but are not limited to water main location, water main connections, valving, hydrant locations, number and location of blow off devices. Future submittals will require additional details sufficient to meet DWWP review requirements at the time of subdivision and design review application submittal, final map submittal and/or at the time of building permit application as appropriate and deemed necessary for complete review.

29. All costs associated with any water system improvements required as a result of the proposed construction shall be borne by the applicant.

30. Future submittals will require additional details sufficient to meet Bayshore Sanitation District requirements at the time of subdivision and design review application submittal, final map submittal and/or at the time of building permit application as appropriate and deemed necessary for complete review.

D. FEES AND DEPOSITS

31. All applicable fees for all future applications and fees associated with the development shall be the responsibility of the applicant.

E. FIRE PREVENTION

32. Fire sprinklers that meet NFPA standards are required and shall be included on the building permit plan submittal.

33. Any and all fire alarms required must meet the NFPA standards and shall be determined by the Fire Department upon review of the building permit submittal.

34. Visible addressing shall be required and approved by the Fire Department prior to building permit final.

35. Fire extinguishers shall be installed and approved per Fire Department requirements prior to building permit final.

36. Smoke and CO detectors shall be shown on building permit plans and shall be installed and approved by the Fire Department prior to building permit final.

37. Future plan submittal shall demonstrate conformance to the required fireflows, number(s) and spacing of fire hydrants, and fire apparatus access slope, surface material, width, turnaround, etc.

F. BUILDING DIVISION

38. Building Permit plans will have to be designed to meet 2010 building codes, including California Green Building Standards code.

39. Applicant shall provide a checklist on how this project can achieve the required 50 green building points to the Building Division for the building permit application on or before the building permit application plan review.
40. Cross section elevations for each parcel showing the location of the proposed buildings and required setback from the ascending and descending slope surface shall be required for submittal at the subdivision and design review application stage. All building clearances shall conform to CBC 1808.7. If alternate setbacks are proposed per CBC 1808.7.5, then submittal of written discussion, geotechnical reports and other information shall be required for review and acceptance prior to building permit issuance.
41. Conformance to 3 foot setbacks to finish face of the building from the applicable property lines for fire rating purposes and emergency escape and rescue passageway per CRC Table R302. 1(1) and DCMC 15.10.120 is required.
42. Applicant is notified that additional loading for electric vehicles shall be coordinated with PG&E by the applicant.

Recommendation

Staff recommends the Planning Commission forward to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment CEQA-3-12-5237;
3. Approve General Plan GPA-2-10-1725; and
4. Approve Planned Development PD-2-10-1726 (PD-66); as conditioned herein

Staff is available to provide any additional information desired by the Planning Commissioners.

Respectfully submitted,



Steve Engfer
Assistant Planner



Brian Millar
Director of Economic and Community
Development

Attachments

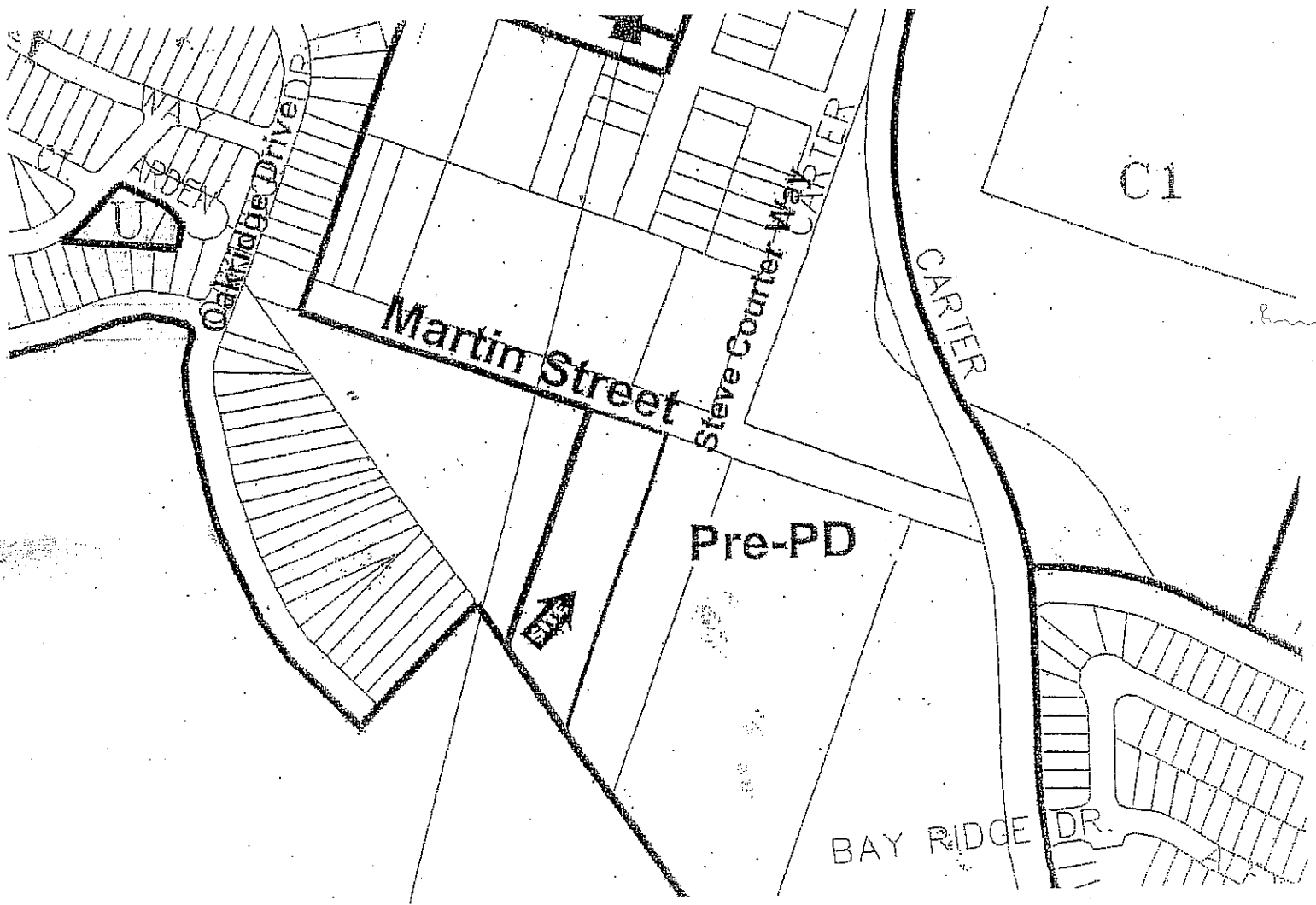
- Attachment A – Location Map
- Attachment B – Proposed Precise Plan
- Attachment C – General Plan Zone Change Maps
- Attachment D – Draft PD Development Standards
- Attachment E – Initial Study, MND & MMP

LOCATION MAP- PRECISE PLAN

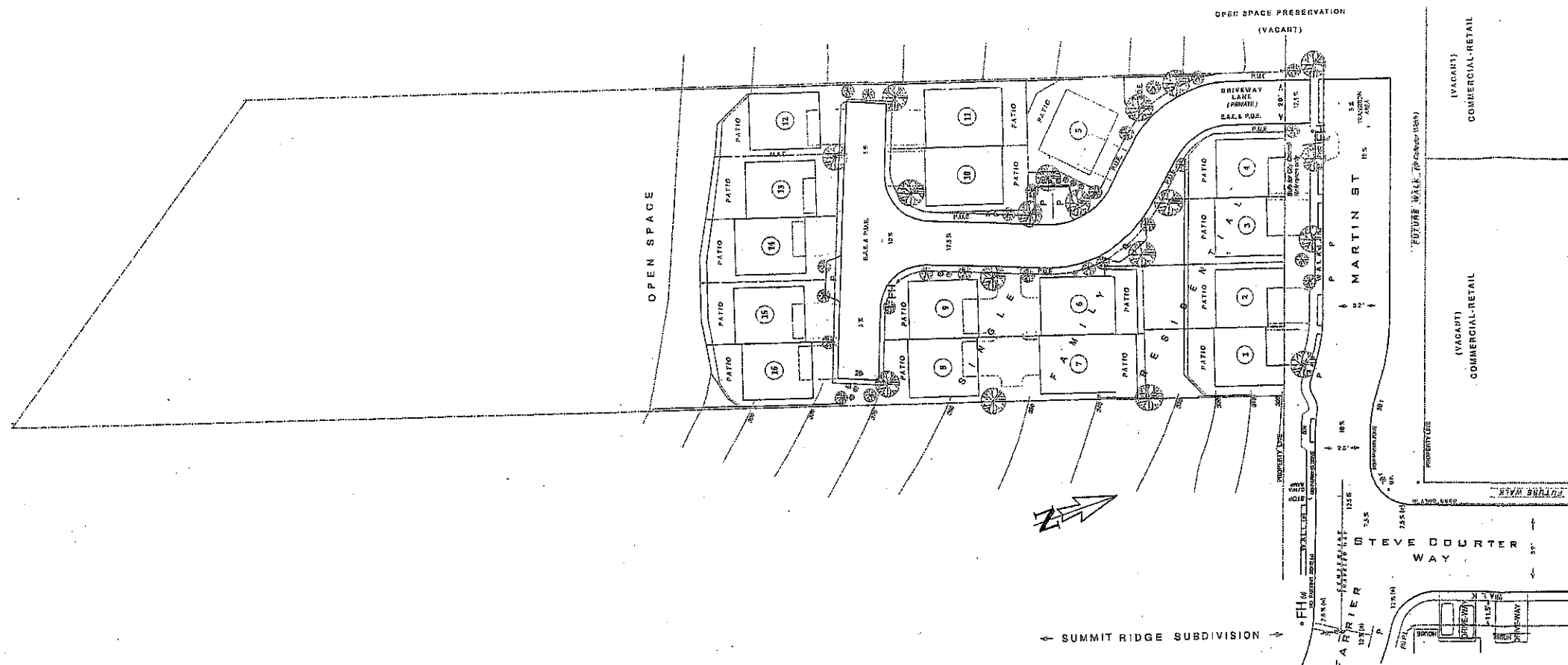
GPA-2-10-1725 (08-1) PD-2-10-1726 (PD66)

CEQA-3-12-5237

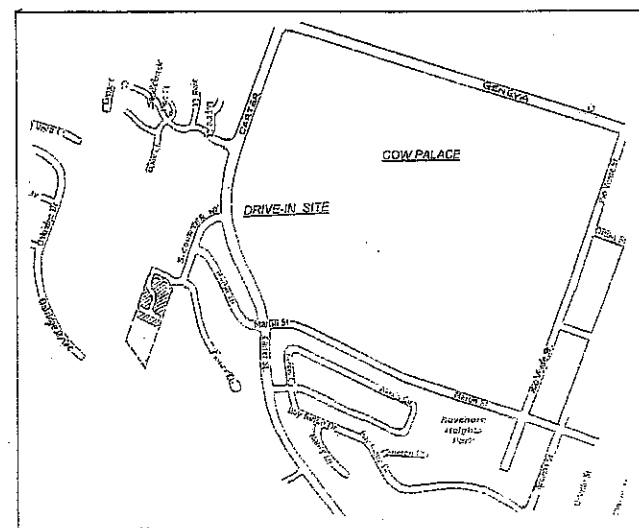
APN 005-042-020



ATTACHMENT A



RECEIVED
JAN 07 2013
CITY OF DALY CITY
EOD/PLANNING DIVISION



VICINITY MAP

DALY CITY PLANNED DEVELOPMENT 66 DATA			
GENERAL PLAN & ZONING		PARKING	
ZONING (current)	PRE-PD	PARKING - Dwellings	32 spaces
ZONING (proposed)	PD (Planned Development)	PARKING - Guest (offstreet)	30 spaces
GEN. PLAN (current)	Commercial - Retail	PARKING - On-Street	8 spaces
GEN. PLAN (proposed)	Residential - Low Density	PARKING - TOTAL	70 spaces
DENSITY ANALYSIS		Parking to Unit Ratio	70:16 = 4.38 spaces per Unit
AREA (gross)	2.00 acres	AREA ANALYSIS	
AREA (net)	1.88 acres	Lot Area Coverage	60.00%
AREA of Residential PD	0.91 acres	Lot per Dwelling Unit	1,500 - 2,400 s.f.
DWELLING UNITS	16 units	Height, Bldgs	35 ft.
DENSITY (net)	8.5 per acre	Yards (ft)	10 ft.
DENSITY (gross)	8.0 per acre	Estimated Population by proposed residential type	39
BUILDING SETBACKS			
Front yard	Min. 10 ft.		
Side yard	Min. 3 ft. one side		

POINT MARTIN

Daly City, California

PLANNED DEVELOPMENT PD-66 LAND-USE & CIRCULATION PLAN

Parcel: San Mateo County APN # 005-042-020

Developer: BTM Group LLC

Prepared by: CKS Environmental

Designed by: CKS/DB

Sheet 1 of 2
Scale 1 in. = 30 ft.
Rev no. 7 Dec 2011
Precise Plan Submittal DEC 2012

ATTACHMENT B

WATER FIRE FLOW

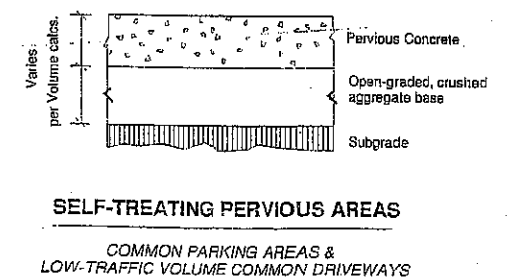
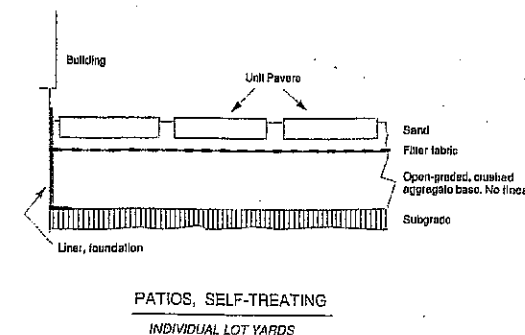
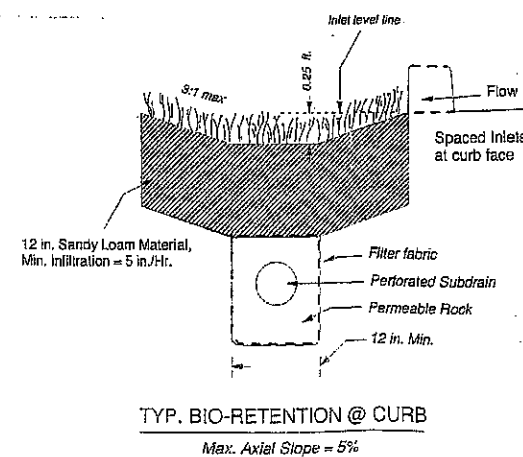
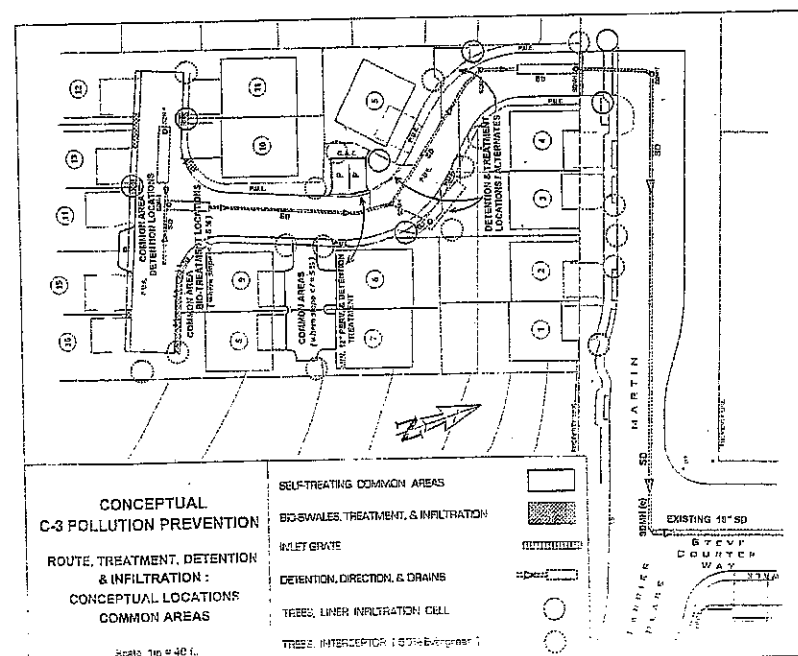
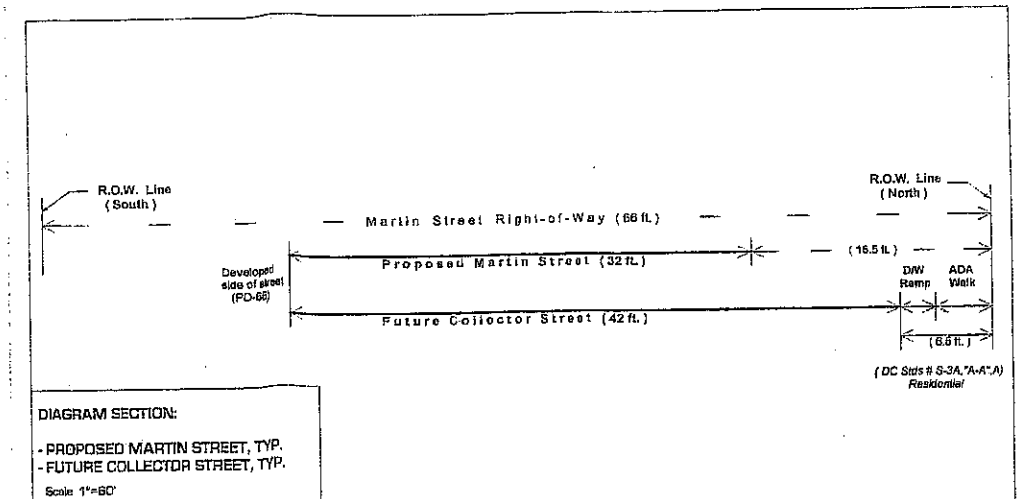
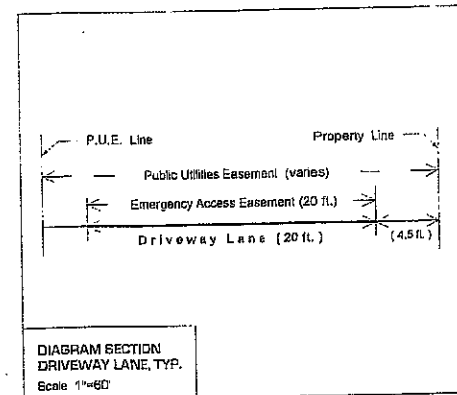
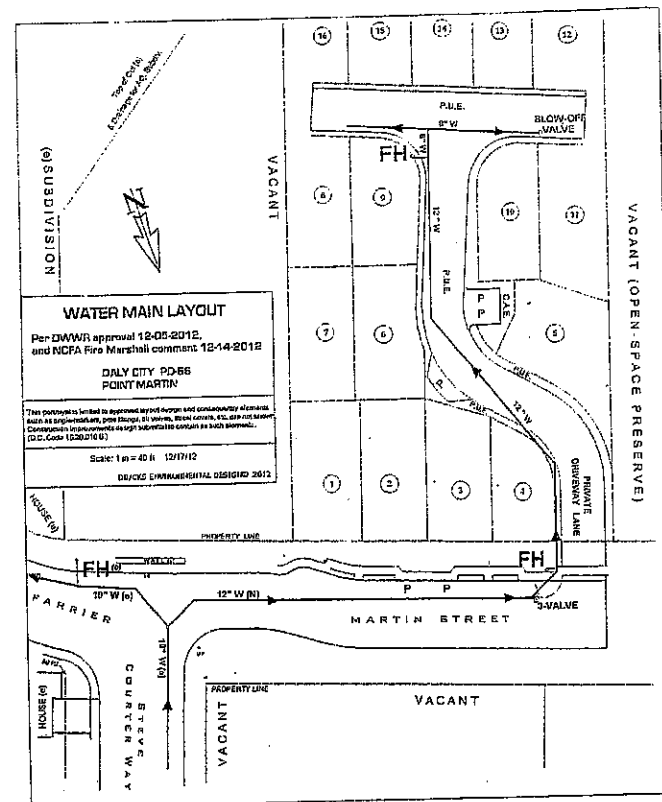
Whereas the Daly City Council authorized Capital Improvements in 2007-2009 to Interconnected Reservoirs & Pressure Zones 2B, 8, and 9, which Reservoirs and Zones serve to provide water for domestic consumption and Fire-fighting to the area of the proposed Planned Development PD-66;

Expenditures of funds from the Bayshore Redevelopment Project Area Fund (now governed by successor agency), of which the subject parcel of PD-66 is an enrolled project area tax-assessed parcel, have been made to effect said authorized improvements;

The ISO (Insurance Service Office) Improved Fire Flow re-classification of Daly City in 2009, reported after testing and confirmation of the increased fire flow & pressure to hydrants located in the same area of the proposed PD-66 as a result of said authorized improvements, has been recorded with the Daly City Recorder's Office;

Further improvements to water infrastructure in said Area zones have been made, resulting in sufficient pressure and flow to serve the water demands of PD-66 from the existing water main located adjacent to the project site;

Therefore, it is resolved that proposed Water Supply Improvements for PD-66 shall be made pursuant to, and in accordance with, the Daly City Water Master Plan for the Bayshore District and the Master Plan for the Bayshore Project Area. Said water supply shall provide adequate Fire Flows and meet applicable water quality standards.



PLANNED DEVELOPMENT PD-66
 Conceptual Water & C-3/LID Elements

Precise Plan: DEC 2012

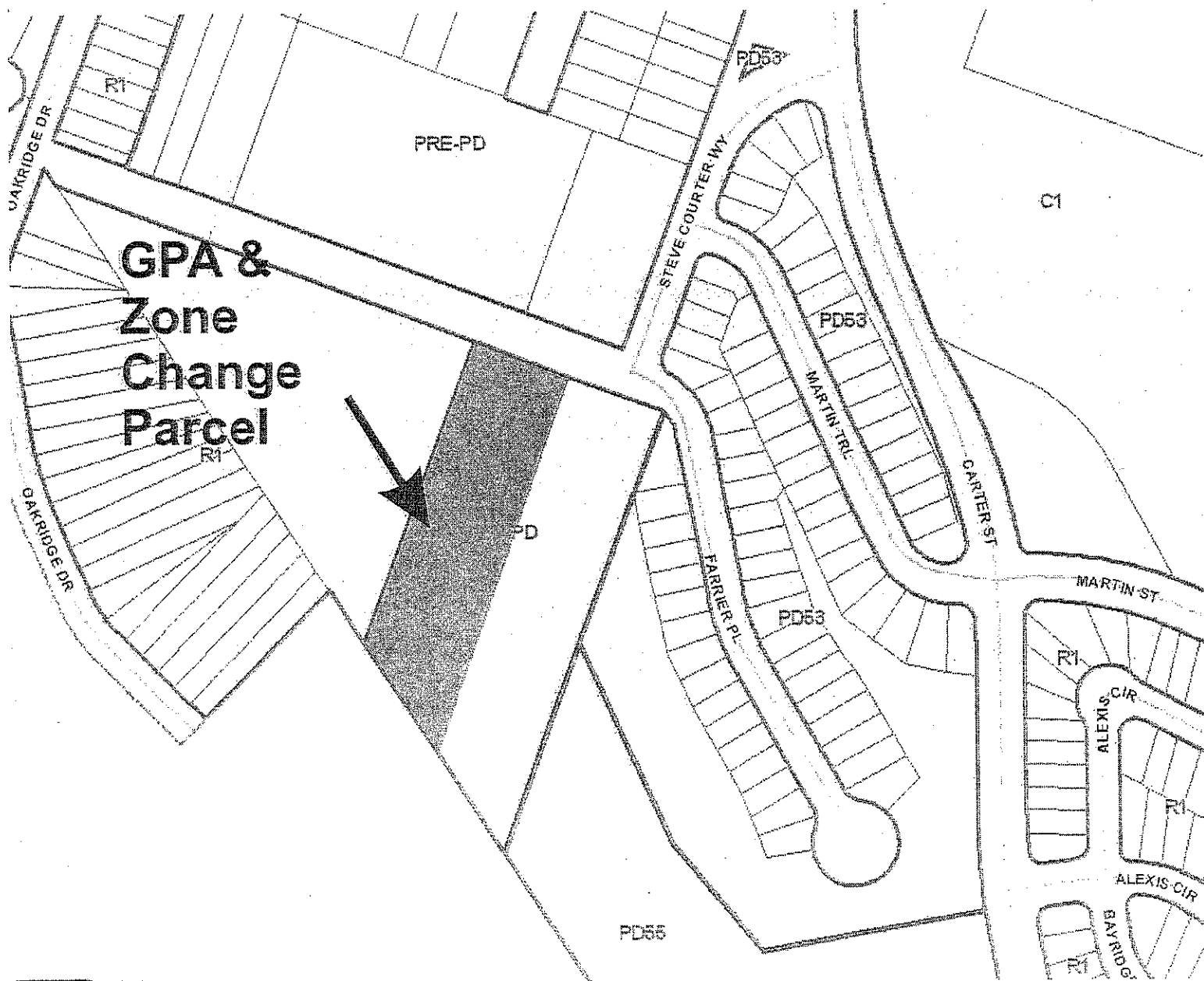
Sheet 2 of 3

GPA-2-10-1725 (GPA08-1) PD-2-10-1726 (PD66)

CEQA-3-12-5237

GPA & ZONE CHANGE MAP

APN 005-042-040



**AN ORDINANCE OF THE CITY OF DALY CITY AMENDING THE DALY CITY
ZONING MAP - REZONING AND CERTAIN PARCELS TO PLANNED
DEVELOPMENT (PD-66) AND ADOPTING PLANNED DEVELOPMENT STANDARDS.**

One parcel, west of the Intersection of Martin Street and Steve Courter Way (APN 005-042-020),
Daly City, California

Section 1. Findings. The City Council of the City of Daly City finds that, as conditioned, the Planned Development PD-66 to allow the construction for New Construction of sixteen new single family residential structures; and General Plan Amendment to designate the entire project area as Low Density Residential (2-14.5 du/ac), is in compliance with Title 17 (Zoning Ordinance) of the Daly City Municipal Code as well as the General Plan of the City of Daly City, and as to each element of the Daly City General Plan. Approval of the Precise Plan for Planned Development PD-66 would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City of Daly City.

BE IT ORDAINED by the City Council of the City of Daly City, as follows:

Section 2. Zoning Reclassification. The zoning as designated upon the "Official Zoning Map" of the City of Daly City, as adopted by Daly City Ordinance 635, and thereafter amended from time to time, is hereby changed, as to the parcel or parcels identified on the attached map (*Attachment "A" Amendment to Daly City Zoning Map – Planned Development PD-66*) incorporated herein by this reference, which hereinafter provides for a change of zoning classification on the "Official Zoning Map" and the establishment of specific standards for development on the subject property. All improvements to the PD-66 site shall comply with the approved Precise Plan and Planned Development Standards hereinafter adopted for PD-66:

**PLANNED DEVELOPMENT STANDARDS
PLANNED DEVELOPMENT ZONE PD-66
PT. MARTIN**

The purpose and intent of these Planned Development Standards is to establish a Planned Development Zoning District for PD-66 for property located west of the intersection of Martin Street and Steve Courter Way (APN 005-042-020).

I. GENERAL

1. Pursuant to Government Code Section 65859.(a), the PD-66 zoning shall become effective April 22, 2013.
2. When these planned development standards conflict with other sections of the Zoning Ordinance, these standards prevail only to the extent of the conflict. Where these planned development standards do not provide regulations, the Zoning Ordinance shall apply as to the most similar land use or standard.

3. Any modifications to plans approved by the City Council shall require an amendment of the original PD approval and shall be subject to separate approval by the Planning Commission and City Council. Minor changes of the approved plans due to Code requirements or conditions of approval may be approved by the Planning Division.
4. All structures, landscape areas, required facilities and amenities shall be maintained in a neat, safe, and healthful condition, subject to improvement and upgrading of plans as required by this Planned Development approval.
5. HOA & CC&R's shall be prepared for PD-66 for review and approval by the City Attorney prior to the recordation of the Final Map.

II. PERMITTED USES

A. The following uses are permitted as part of Planned Development Zone PD-66.

- 16 single family residential units with associated parking facilities
- Small family day care home
- Home Occupations in accordance with the regulations specified in DCMC Chapter 17.36

B. The following uses may be permitted with an Administrative Use Permit in PD-66.

Large family day care homes in accordance with the regulations specified in DCMC Chapter 17.49

C. When a use is not specifically listed, it shall be assumed that when the unlisted use is similar to, nor more objectionable than a permitted use, such use shall be permitted in the district to the same requirements of the most similarly listed use.

D. Secondary units are not permitted

III. DEVELOPMENT STANDARDS

A. Parking

1. The total number of on-site parking spaces required for the development is 62. Each unit must provide two in-garage and two in-driveway parking spaces per unit, except lots 6 & 7 which shall have 2-in garage and one driveway space. A minimum of four guest parking spaces shall be provided along the private drive. All parking spaces shall conform to plans approved as part of the Precise Plan for PD-66 and shall be maintained in accordance with said plans. All parking space dimensions shall meet DCMC 17.34 code requirements.
3. Garage parking area and driveways may be utilized for parking purposes only, in conformance with plans approved as part of the Precise Plan for PD-66. No living area may be added to the garage level in a way that encroaches or reduces the parking area.

B. Architecture/Site Design

1. Architectural design of all new structures and facades, all materials and colors and all landscaping shall comply with plans approved by the City Council as part of the Design Review application.
 - a. Once approved, any major architectural modification shall be subject to approval by a Design Review Committee, except that minor changes may be approved by the Planning Division.
 - b. The design and location of all fencing and walls shall be maintained in accordance with plans approved by the City Council as part of the Design Review permit.
 - c. All visible elevations shall be provided with architectural treatment of the same quality and character as the front building elevations.

C. Landscaping

1. All landscaping improvements shall conform to plans approved by the City Council as part of the Design Review.
2. All landscaping shall conform to DCMC Chapter 17.41 Water Conservation in Landscaping.
3. In general, all shrubs or any vegetation at points of ingress or egress shall be maintained at a height of no greater than 30 inches. Trees must be trimmed in a manner to maintain a site clearance underneath the branches of five feet from grade.
- 4.. Decorative trash and recycling receptacles shall be provided in common open space areas, the number and location of said receptacle shall be in conformance with plans approved by the City Council as part of the Design Review.
6. Site lighting shall be provided in common open space areas and shall be in conformance with plans approved by the City Council as part of the Design Review. Site lighting shall be directed downward to protect adjacent residential neighborhoods from glare.

D. Maintenance

1. A maintenance plan for on-site maintenance and litter control shall be submitted by the applicant and approved by the City prior to recordation of the Final Map for the project. The maintenance plan shall include provisions for on-going maintenance required for the project use. The maintenance plan shall be incorporated into the CC&R's for the project and recorded as part of the PD-66 standards. The maintenance plan shall include the following standards:
 - a. The entire development area shall be maintained in a neat, safe, and healthful condition.

- b. The applicant shall prepare an agreement to implement a routine litter cleanup plan for all open areas, planters and public sidewalks adjacent to the development. This plan shall include the coordination of disposal of waste and recycling in receptacles located in common open space areas. All waste materials generated by the development, such as cardboard boxes, skids, garbage, litter, etc., must be stored in private receptacles for disposal. No waste material shall be visible at any time. All enclosures should be kept clean and free of odor at all times.

E. Building Area, Lot Size and Height Limitation

1. There shall be no additional square footage allowed in PD-66 beyond what is permitted through approval of the Precise Plan. Maximum minor additions or alterations to square footage for any given designated use (+/- 2%) may be approved by the Planning Division if such changes are to meet specific code requirements and do not affect the overall mass of the buildings.
 - a. The maximum lot coverage for each lot the site shall be no greater than 60% per lot.
 - b. The minimum lot size shall be no less 1,750 except Lot 4 which shall be no less than 1,500 square feet.
 - c. The maximum residential structure square footage shall be no greater than 2,400 square feet, exclusive of garage area.
 - d. Rear yard setbacks shall be no less than fifteen feet. Side yard setbacks shall be no less than required by applicable building and fire codes applicable. Front yard setbacks shall be a minimum of eight feet from the front property line, excluding the lots 1, 2, 3 and 4 as shown on the precise plan, which shall be no less than seventeen feet from the street and lot 1 being no less than twelve feet from the street.
 - e. The maximum building height is 36 feet, as defined in DCMC Section 17.04.010.6 (Building Height).
 - f. Private and common open space areas shall be provided per plans approved by the City Council as part of the Precise Plan for PD-66 and shall remain in perpetuity.

Section 3. Summary Publication: Pursuant to the provisions of Government Code Section 36933, a summary of this Ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this Ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post in the City Clerk's office a certified copy of this Ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary, and (2) post in the City Clerk's office a certified copy of the full text of this Ordinance along with the names of those City Council members

voting for and against this ordinance or otherwise voting. This Ordinance shall become effective thirty (30) days from and after its adoption.

Section 4. Severability: If any section, subsection or sentence of this Ordinance is found by a court of competent jurisdiction to be invalid or unlawful, the City Council finds and declares that the remainder of this Ordinance would be and is enforceable and would have been adopted notwithstanding the finding of invalidity as to any section, subsection or sentence.

Introduced this _____ day of _____, 2013.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the City Council of the City of Daly City held on the _____ day of _____, 2013, by the following vote:

AYES, Councilmembers _____

NOES, Councilmembers _____

Absent, Councilmembers: _____

CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

MAYOR OF THE CITY OF DALY CITY



CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:	Planned Development PD-2-10-1726 (PD-66), General Plan Amendment GPA-2-10-1725 (GPA 08-1), Environmental Assessment CEQA-3-12-5237
Lead agency name and address:	City of Daly City 333 90 th Street ECD Department Daly City, CA 94015
Contact person and phone number:	Steve Engfer Assistant Planner 650.991.8160
Project Location:	Vacant Parcel West of the Intersection of Martin Street and Steve Courter Way (APN 005-042-020)
Project sponsor's name and address:	BTM Group, C/O CKS Environmental P.O. Box 927 Pacifica, CA 94044
General plan description:	C-RO Retail Commercial and Office
Zoning:	Pre- Planned Development (Pre-PD)
Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation.)	General Plan Amendment from Commercial Retail and Office to Low Density Residential, Zone Change from Pre- Planned Development to Planned Development (PD-66) to allow for future subdivision of 16 residences on a 1.84 acre parcel
Surrounding land uses and setting; briefly describe the project's surroundings:	The immediate vicinity of the site includes vacant undeveloped parcels and single family and multi-family properties. The site is bordered to the north, south and west by vacant parcels and is bordered to the east by single-family residential units.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	Bayshore Sanitation District

ATTACHMENT E

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

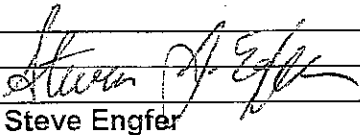
The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

☐	Aesthetics	☐	Agriculture and Forestry	☐	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Geology/Soils
☐	Greenhouse Gas Emissions	☐	Hazards and Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: 	Date: 2/21/13
Printed Name: Steve Engfer	For:

CEQA Environmental Checklist

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Discussion of Evaluation: There are no designated scenic vistas or historic buildings in the project area. The proposed project consists of a change in land use and zoning to allow for low density residential uses from a pre-planned development district to a planned development district. The project incorporates a general plan amendment and zone change that will allow for a future subdivision and the required applicable design review requirements for the future new residential structures will include architectural design requirements with landscaping that would be compatible with the neighborhood. The proposed changes will allow for single family residential development compatible with the nearby visual character and therefore will not degrade the existing character. Lighting appropriate to the neighborhood and building type will be utilized.

Mitigation: None required.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion of Evaluation: The project site is located in Daly City and is currently zoned Pre-Planned Development and will be changed to a low density single family residential use Planned Development District. The project site is an existing vacant site with primarily residential uses in the immediate vicinity. The project site does not fall under the definition of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as defined by the California Resources Agency. The site is categorized as "Urban and Built-Up Land" on the San Mateo County Important Farmland 2006 map, prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. The proposed project would not convert farmland to non-agricultural use. There is no Williamson Act contract for the site.

The project site is not considered forest land as defined in Public Resources Code section 12220(g), or timberland as defined in Public Resources Code section 4526. The proposed development will not result in the loss of forest land or conversion of forest land to non-forest use. The site is considered an urban infill development site, within the nearby vicinity of existing residential development in a fully urbanized area. The project does not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Mitigation: None required.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone)	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

a) *Conflict with or obstruct implementation of the applicable air quality plan?*

The most recent clean air plan is the Bay Area 2010 Clean Air Plan that was adopted by BAAQMD in September 2010. The proposed project would not conflict with the latest Clean Air planning efforts since (1) the project would not generate emissions above the BAAQMD thresholds and (2) the project would not involve a new type of land use that is not already in place within the project vicinity. The project, being the construction and use of sixteen new single family dwellings, is too small to incorporate project-specific transportation control measures listed in the latest Clean Air Plan (i.e., Bay Area 2010 Clean Air Plan). Additionally, the project is well below the thresholds of significance as identified in the applicable December 1999 BAAQMD CEQA Guidelines Table #3, Thresholds of significance for project operations.

b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

The Bay Area is considered a non-attainment area for ground-level ozone and fine particulate matter (PM_{2.5}) under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the Federal act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NOx), PM₁₀ and PM_{2.5}.

Construction activities would include the minor grading and construction of sixteen new single family residences. This type of activity is not anticipated to involve the intensive use of heavy duty construction equipment or use of large equipment for extended periods of time. Since the project would only construct sixteen new single family residences the construction emissions are expected to be below the June 2010 BAAQMD thresholds. The project is well below the thresholds of significance as identified in the applicable December 1999 BAAQMD CEQA Guidelines Table #3, Thresholds of significance for project operations and as identified in the Urbemis 2007 report generated for the project. Therefore, construction period emissions would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone)

Based on the analysis no violation of ambient air quality would result from the project because the project would have emissions that would be below significance thresholds adopted by BAAQMD for evaluating impacts to ozone and particulate matter. The project would not contribute substantially to existing or projected violations of those standards. Carbon monoxide emissions from traffic generated by the project would be less than significant. Congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of carbon monoxide. Air pollutant monitoring data indicate that carbon monoxide levels have been at healthy levels (i.e., below State and Federal standards) in the Bay Area since the early 1990s. As a result, the region has been designated as attainment for the standard. The roadways affected by the proposed project have relatively low traffic volumes compared to the busier intersections in the Bay Area. BAAQMD screening guidance indicates that projects would have a less than significant impact to carbon monoxide levels if project traffic projections indicate traffic levels would not increase at any affected intersection to more than 44,000 vehicles per hour. The intersections affected by the proposed project have much lower traffic volumes. The change in traffic caused by the proposed project upon build out of a future subdivision of 16 residences would result in less than an additional 150 trips per day, therefore be minimal and the project would not cause or contribute to a violation of an ambient air quality standard. The project is well below the thresholds of significance as identified in the applicable December 1999 BAAQMD CEQA Guidelines Table #3, Thresholds of significance for project operations and as identified in the Urbemis 2007 report generated for the project. Therefore, construction period emissions would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

As required; construction BMPs will be incorporated to reduce the potential for sensitive receptors exposure to potential pollution concentrations.

The project being the General Plan and Zoning Amendment would allow for future subdivision application for 16 new lots. Future construction activities would include 16 new single family residential buildings, landscape improvements, utility upgrades, and paved driveway areas. These would not be intensive operations that require the use of large construction equipment for extended periods of time that could expose sensitive receptors to unhealthy air pollutant levels. However, best management practices are necessary during demolition, trenching and grading activities to avoid generation of dust that may affect nearby sensitive receptors. Best management practices for controlling construction period air pollutant emissions are required by existing regulations. The minimal construction activities proposed and relative short duration of these activities would not cause significant exposures Toxic Air Contaminants (TACs) or PM_{2.5}.

The proposed project would not include sources of TACs that would generate air pollutant emissions that would expose sensitive receptors to unhealthy air pollutant levels.

e) Create objectionable odors affecting a substantial number of people?

The proposed project would not generate odors that would result in confirmed odor complaints.

Mitigation: None required

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion of Evaluation: The site is a vacant lot located in a sub-area of undeveloped lots that within a predominately built urbanized area of lots that include residential structures and commercial structures where the project will allow for future subdivision and releated proposed improvements being the construction of sixteen new single family residences and landscaping.

There are no species identified as a candidate, sensitive, or special status species in local or

regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service located on the subject property.

There are no riparian habitats or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service located on the subject property.

There are no federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) that will be adversely affected through direct removal, filling, hydrological interruption, or other means, by the development of this project.

The biological report entitled "Biological Letter Report for Planned Development PD-66, Dudek, Dated December 28, 2012, recommends an ornithologist conduct a preconstruction survey for native birds and raptors in order to determine if native birds or raptors nesting on, in, or in the vicinity of any project related vegetation removal and therefore mitigate any potential impact effecting the movement of any native resident or migratory fish or wildlife species. In order to be certain that there are none present. Impacts that may result from the development of Martin Street right-of-way may result in fill of a portion of the narrow drainage and associated riparian scrub. Although the feature is previously disturbed from historical and adjacent land uses, if deemed necessary, permits for any fill that would alter or impede the drainage may be required.

The proposed development is not within a Habitat Conservation Plan area, although the San Bruno Mountain HCP boundary is near the project site. The project's design provides an open space separation of approximately two-hundred feet between developed areas of the proposed project and the HCP boundary and as reported in the biological study, the HCP administrator stated that special status species protected by the HCP have been reported an additional several hundred feet further within the HCP preserve. No impact is projected. The City has no tree preservation policies or ordinances. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional or state habitat conservation plan at this site.

Mitigation: A qualified ornithologist shall conduct a preconstruction survey for native birds and raptors in order to determine if native birds or raptors nesting on, in, or in the vicinity of any project related vegetation removal. Survey results and any mitigation required by survey must be provided prior to construction activity.

Mitigation: Surveys shall be conducted by a biologist or other qualified professional. Survey reports shall be submitted to the Planning Division for review prior to issuance of grading permit. If drainage protection is required, the applicant shall submit plans to comply with protection recommendations of professional survey report. Inspection of protection buffer is required prior to commencement of site work.

V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion of Evaluation: There are no known historical or archaeological resources or sites, as defined by §15064.5, on the subject site or within the immediate vicinity.

There are no known paleontological resources or unique geologic features on the subject site or within the immediate vicinity.

The project does not have the potential to cause a physical change, which would affect unique ethnic cultural values. Should evidence of cultural or historic artifacts be uncovered during subsequent development, work shall be halted in the area of the find. An archaeologist or historian, selected by the City, shall be consulted and shall determine the significance of the find; identify feasible mitigation measures to preserve, recover or document the find pursuant to the California Environmental Quality Act; and at that time the City shall specify the measures to be taken.

Mitigation: None required.

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion of Evaluation: The site is not within a State of California designated Alquist-Priolo Earthquake Fault Zone, but is located in the San Francisco Bay Area, considered one of the most seismically active regions in the United States. Significant earthquakes have occurred in the Bay Area, and will continue to occur, with intensities varying, depending upon the magnitude of earthquake, the distance of the site from the causative fault, and the type of materials underlying the site.

According to the Safety Element of the Daly City General Plan, the subject site could experience "Very Strong" ground shaking intensity from an earthquake on the San Andreas Fault. Otherwise, according to more recent data prepared by the Association of Bay Area Governments (ABAG), "On Shaky Ground, 2010," there are three different types of ground shaking intensities shown in the project area: high, moderately high, and moderate. These intensities are projected from earthquakes on the San Andreas or other faults in the region.

No known active faults or fault traces are known to traverse the subject site. However, due to the proximity of the nearest active fault line, the San Andreas fault, approximately two miles west, the proposed development, along with all of the City of Daly City, engenders risk of seismic instability. Due to its proximity to the San Andreas Fault and the generally seismically active region, severe ground shaking is likely during the life of the structure(s), particularly during a major seismic event.

Another recently discovered fault, named the Mussel Rock fault, located over five miles away and southwest of the San Andreas fault, extending offshore at Mussel Rock, was identified in 1998. Although not extensively studied, this fault is not presently classified as active. Compared to the nearby San Andreas Fault, the Mussel Rock Fault is not currently considered to be a significant seismic hazard for the City of Daly City.

The project site is surrounded by existing development. Soils reports are typically required wherever future development is intended, prior to grading or issuance of a building permit, as determined by the Building Official and/or City Engineer. The proposed changes and future buildings on the site will be subject to the building and safety requirements of the City of Daly City and the Uniform Building Code of the State of California, and based upon the observed geologic

conditions of the site. No significant impact is expected.

Mitigation: No mitigation required beyond compliance with the Uniform Building Code.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion of Evaluation:

The State of California is addressing this issue through legislation, policy guidance, and outreach programs. Carbon dioxide (CO₂) is the primary GHG emitted from land use projects, mostly through automobile and energy use.

The BAAQMD adopted GHG emissions-based thresholds in June 2010. These criteria include a "bright-line" emissions threshold at 1,100 metric tons per year and a per-capita threshold of 4.6 metric tons per year per capita for land-use type projects. An emissions threshold of 10,000 metric tons per year was also established for stationary sources. The project will allow for a future 16 lot subdivision and the resultant 16 residential homes are not viewed as stationary sources that would exceed the threshold. The project is well below the thresholds of significance as identified in the applicable December 1999 BAAQMD CEQA Guidelines Table #3, Thresholds of significance for project operations and as identified in the Urbemis 2007 report generated for the project. Therefore, construction period emissions would be less than significant.

The project would not interfere with any plan or regulation intended to reduce GHG emissions.

Mitigation: None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion of Evaluation: Daly City requires all plans be reviewed for compliance with applicable Building and Fire Department requirements, pursuant to the Uniform Building and Fire Codes, and all other related City requirements as a part of the Building Permit process. The referenced codes prescribe types of construction to protect safety.

A Phase I Environmental Site Assessment by Olson Environmental, Inc. dated June 1, 2012 and an EDR Radius Map report dated May 4, 2012 were performed in general conformance with the scope and limitations of: 1) American Society for Testing and Materials (ASTM) Standards Practice E1527-05, *Standard Practice for Environmental Site Assessments; Phase I Environmental Site Assessments*; 2) The U.S. Environmental Protection Agency, *Standards and*

Practices for All Appropriate Inquiries (AAI). The Phase I Site Assessment included a review of historical land use information for the subject property and surrounding area; review of regulatory agency database report for the subject property and surrounding area; review of files for off-site reported chemical release sites available online; and a walk-through visual assessment and interview with the property owners for specialized knowledge of the site history. The ENVIROSTOR database review found that the site is not listed.

The proposed project is not expected to involve the routine transport, use, or disposal of hazardous materials. As such, there would be no risk of significant hazard to the public or the environment involving the release of hazardous materials into the environment. While the construction vehicles would typically use gas and diesel fuel, Best Management Practices (BMPs) would be utilized to ensure that no construction-related fuel hazards occur. Currently, there are no hazardous materials present at the site. The proposed project would not result in the emission of hazardous materials, substances or hazardous waste.

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

The site is not located within two miles of an airport and would not result in a safety hazard for people residing or working in the project area. The site is not located within the vicinity of a private airstrip. The proposed project would not impair implementation or physically interfere with an adopted emergency plan or emergency evacuation plan.

The site is not within an area that is subject to wildland fires.

Mitigation: None required.

IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒

Discussion of Evaluation: The project is within the jurisdiction of the San Francisco Bay Regional Water Quality Control Board (RWQCB), but would not result in significant impacts to water quality, as the project will be subject to compliance with Order R-2 NPDES Permit No. CAS612008, of which, the City of Daly City is a Co-Permittee.

The project site is connected to existing improved drainage facilities, and prior to any issuance of permits, the developer will be required to submit a storm drain analysis for existing and proposed improvements; improvements shall be upgraded in compliance with City standards and as required by the impacts of the proposed improvements. The developer shall bear all costs for any water and/or sewer infrastructure improvements that may be necessary and will be designed to meet the current edition of the City of Daly City Standard Specifications.

The project will be subject to the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, intended to control pollution in storm water associated with construction activities. The project would not degrade water quality due to the implementation of BMPs to control pollution in runoff.

Neither the site, nor any portion of Daly City is located within a 100-year flood hazard area. The project would not impede or redirect flood flows. Proposed ground elevations on the subject site are in excess of 200 feet above sea level. There are no impacts from flooding as a result of the proposed project. The project site is located on a hillside and upland from the Pacific Ocean, and is not likely subject to the potential effects of a seiche, tsunami (seismic wave) or volcanic hazard. No significant impact upon water resources would be anticipated.

Mitigation: None required. Standard BMPs required for all new development and compliance with Order R-2 NPDES Permit No. CAS612008.

X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion of Evaluation:

The proposal is consistent with the pertinent land use goals, objectives and policies of the General Plan Land Use Element, in particular, the General Plan encourages infill housing development in existing neighborhoods on sites that are underutilized, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. The subject site is situated adjacent to single family detached homes, and higher density multifamily units. Residential development is an appropriate use for the subject property given its size and shape, and adjacent uses.

The proposed project is consistent with the following General Plan Housing Element Principles:

- Encourage new residential development in suitable locations.
- Maintain and enhance the quality and diversity of Daly City's neighborhoods.

Furthermore, Objectives 6 and 7 of the General Plan Land Use Element encourage a pattern of residential land uses which provides for a variety and balance of densities, and offers opportunities for a mix of dwellings and tenure type, which this project does.

Existing residential uses surround the property. Inasmuch as the proposal is substantially similar to existing land uses in the project vicinity and does not impede circulation between any adjacent properties, it is not foreseeable that the project would physically divide the established neighborhood.

There is no habitat conservation plan or natural community or natural community conservation plan adopted for this site.

Mitigation: None Required.

XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Discussion of Evaluation: No known mineral resources are located on the site, nor has the site been used for mineral resource extraction.

Mitigation: None Required.

XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
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Discussion of Evaluation:

Noise generated from the potential future subdivision of sixteen new single family residences in an area of residential uses, would be compatible with existing residential uses in the vicinity and any noise impacts are anticipated to conform to the General Plan Noise Element policy of not more than CNEL 70 dBA, leq in residential areas.

Construction noise will occur during construction, as with all new construction projects, resulting in increased exterior noise levels within the project vicinity. Noise levels associated with construction activities such as excavation, ground clearing and finishing work range from 78 to 89 dBA at 50 feet from the noise source (Bolt, Beranek & Newman, "Noise from Construction Equipment and Operation, Building Equipment and Home Appliances", 1971). This impact, however, would be temporary only, limited in area, and would be diminished via implementation of Best Management Practices (BMPs). BMPs are required at the time of building permit issuance for all development and would reduce any impacts of additional noise level exposure to insignificance. Such BMPs include, as standard conditions of approval for all new construction include requirements for construction vehicles and equipment to be properly muffled. Construction hours will be limited to 8:00 a.m. to 5:00 p.m. Mondays through Saturdays and construction on Sundays and holidays will be prohibited to avoid inconveniencing neighbors. The construction activity is limited in scope and duration and is viewed as a less than significant noise impact with the application of the aforementioned BMP's.

The project site is located in an area where the General Plan noise contours indicate a 60-65 CNEL for the location. The 60-65 CNEL is appropriate for residential uses.

The project site is located within the San Francisco International Airport Land Use Compatibility Plan; however, the site is greater than two miles from the public airport or public use airport (San Francisco International Airport) and due to the distance from the airport to the proposed new residences proposed, no significant exposure to excessive noise levels related to the airport noise impacts is anticipated.

The proposed project is not within the vicinity of a private airstrip.

Mitigation: None required.

XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion of Evaluation: There exists little chance that the project will induce substantial population growth as it is the General Plan and Zoning Amendment that would allow for future addition of 16 new single family residences where the average household sizes are less than 3.37. The subject project is limited to the property proposed for development and provides no substantial capacity increases to water, sewer, or wastewater facility that would allow the accommodation of additional population growth in the immediate vicinity. The project does not include any improvements to sub-regional or regional roadway networks that would induce population growth.

The project would allow for the future addition of housing on vacant land and therefore not a significant displacement of housing or people that would necessitate the construction of replacement housing elsewhere.

The project is an improvement of an existing site and will utilize existing site infrastructure. No significant impact is expected under this heading.

Mitigation: None required

XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒

Other public facilities?	☐	☐	☐	☒
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Discussion of Evaluation:

As part of the building permit review process, all departments and agencies responsible for providing services are consulted to determine their ability to provide services to proposed development projects. Such services within the project area may include, but not be limited to, local utilities, service systems such as fire and police protection, schools, maintenance of public facilities including roads, and other governmental services as anticipated by the City's General Plan. The project site is located in an area where services are available. The developer will be assessed any necessary fees to cover these services at the time the City issues building permits for the project.

Mitigation: None required.

XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion of Evaluation: The proposed project will not result in a significant increase the use of existing neighborhood park facilities. The project will neither generate nor create any need for additional recreational opportunities or facilities within the City. However, Park in-lieu fees will be paid to offset the incremental increase in demand to the existing and future recreation spaces a the time of future submdivison.

Mitigation: None required.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion of Evaluation: The project will allow for future subdivision and development of 16 lots served by new driveway encroachments and the Engineering Division has reviewed the proposed means of vehicular access and has determined that the driveways effectively provide a safe means of ingress and egress for automobiles without creating a danger to pedestrians.

No conflict with the San Mateo County Congestion Management Agency (CMA) Congestion Management Plan (CMP) is anticipated.

ADA compliant sidewalks will be required along all project frontages.

There are no air traffic concerns with the proposed project. The proposal does not involve the creation of new areas of circulation within the site that would include sharp curves or dangerous intersections. The project would not result in inadequate emergency access. The proposed PD and potential future subdivision and 16 new residential units will result in an average daily a trip count of less than 150 per day that would not create a decrease LOS for any nearby public

streets. The proposed project would not conflict with adopted policies, plans, or programs supporting alternative transportation policies.

Mitigation: None required.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion of Evaluation:

The project will be required to comply with federal, state, and local statutes and regulations

related to solid waste, per the City of Daly City's standards. Electric, gas, water, storm, and sewer lines exist within close proximity of the project site, however, there may be upgrades to existing facilities required, per Department of Water and Wastewater Department, Engineering Division and the North County Fire Authority. All facilities will be required to be constructed in compliance with pertinent Codes and standard specifications.

The proposed project would not exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board.

The local solid waste disposal and recycling service provider, Allied Waste Services, will provide services to the future dwellings.

Mitigation: None required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion of Evaluation: The proposed project consists of the general Plan designation and zoning necessary for the future development of a previously disturbed vacant lot within a developed neighborhood. The proposed uses are allowed within the proposed PD-66 district. Any future residential structures are viewed as upgrades to the site and are not viewed as cumulatively considerable as infill development compatible to adjacent uses. The proposed project is compatible with the existing land uses in the area. The proposed project will not have any significant impact under this heading.

Mitigation: None Required

LIST OF REFERENCES AND CONTACTS

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 20. Environmental Data resources Inc. The EDR Radius Map, with Geocheck APN 005-042-020 Daly City, San Mateo County California May 4, 2012.
 21. Institute of Transportation Engineers. TRIP GENERATION, 8TH Edition, Volume 2 of 3, 2008.
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EXHIBITS

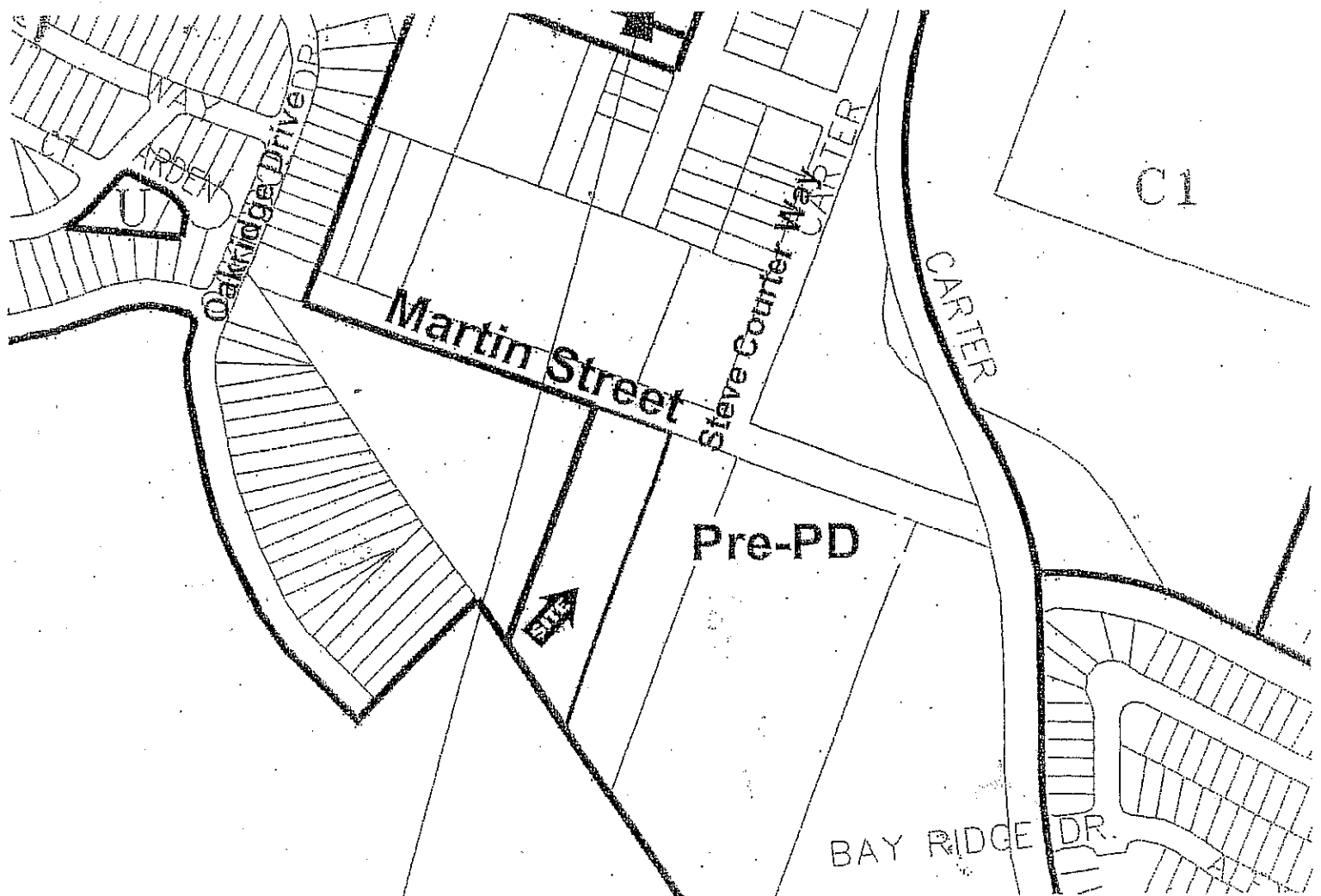
- Site Location Map
- Reduced Plan(s) (8-1/2" x 11")
- Mitigation Monitoring Program

LOCATION MAP- PRECISE PLAN

GPA-2-10-1725 (08-1) PD-2-10-1726 (PD66)

CEQA-3-12-5237

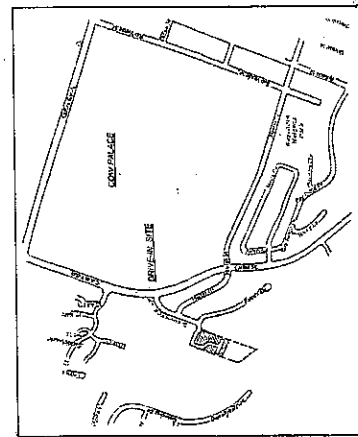
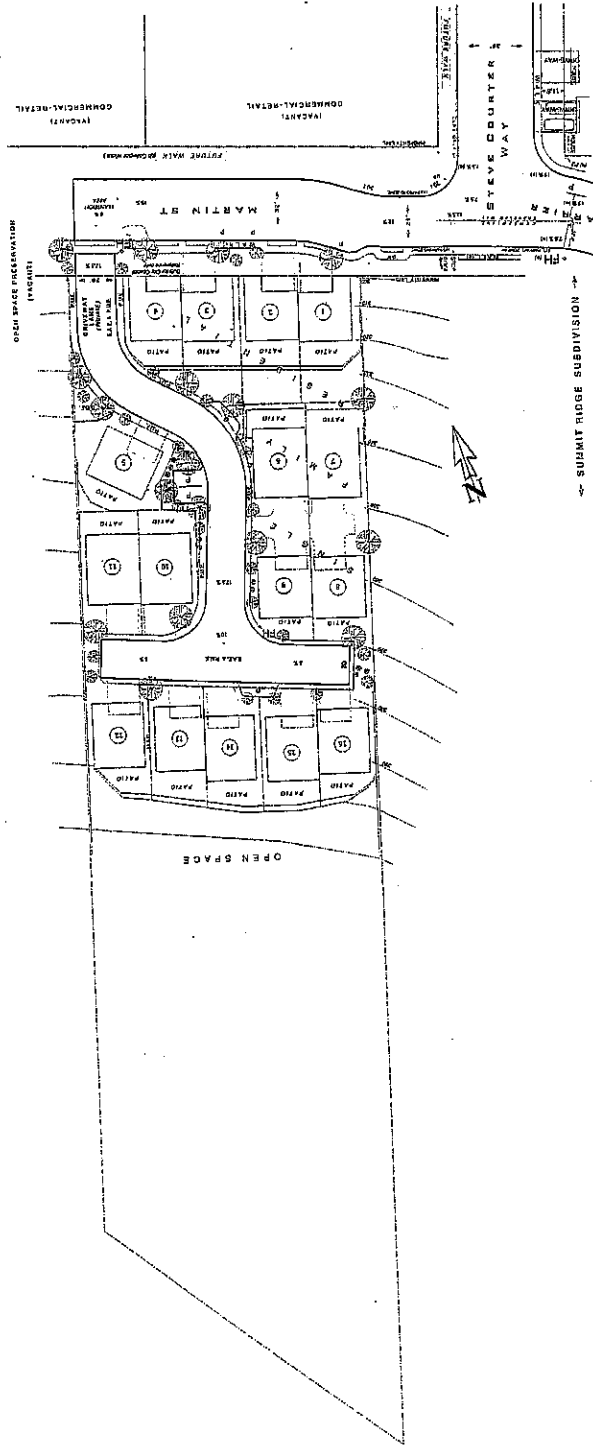
APN 005-042-020



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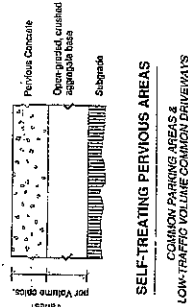
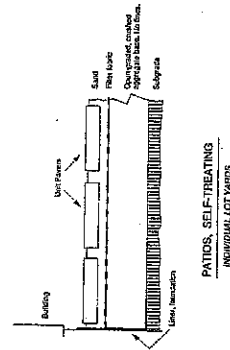
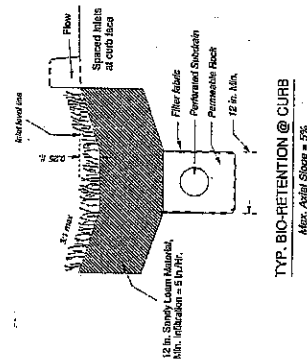
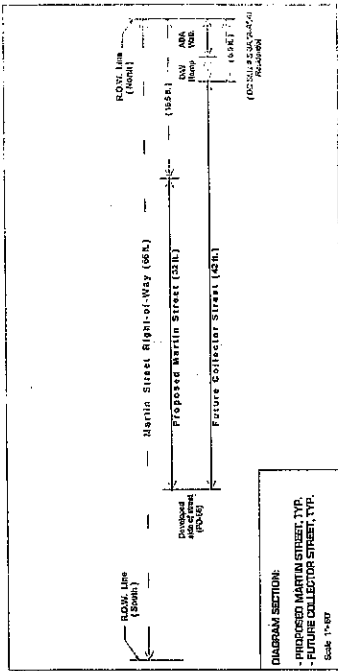


POINT MARTIN
Daly City, California

PLANNED DEVELOPMENT PD-66
LAND-USE & CIRCULATION PLAN

Prepared by: Sun Meo Group A/N / 005-002-009
Developer: ITM Group LLC
Prepared by: CCS Environmental
Designed by: CCS/DB
Sheet 1 of 2
Scale: 1" = 40'
Date: 7 Dec 2011
Project: Point Martin
Project No: 005-002-009

DALY CITY PLANNED DEVELOPMENT 66 DATA			
GENERAL PLAN & ZONING		PARKING	
ZONING (current)	PRE-PD	PARKING - Buildings	32 spaces
ZONING (proposed)	PD (Planned Development)	PARKING - Guest (On-street)	30 spaces
GEN. PLAN (current)	Commercial - Retail	PARKING - On-Street	8 spaces
GEN. PLAN (proposed)	Residential - Low Density	PARKING - TOTAL	70 spaces
DENSITY ANALYSIS		Parking to Unit Ratio	70.16 = 4.38 spaces per Unit
AREA (gross)	2.00 acres	AREA ANALYSIS	
AREA (net)	1.88 acres	Lot Area Coverage	60.00%
AREA of Residential PD	0.81 acres	Lot per Dwelling Unit	1,500 - 2,400 s.f.
DWELLING UNITS	16 units	Height, Bldgs	35 ft.
DENSITY (net)	8.5 per acre	Yards (f)	10 ft.
DENSITY (gross)	8.0 per acre	Estimated Population by proposed residential type	39
BUILDING SETBACKS			
Front yard	Min. 10 ft.		
Side yard	Min. 3 ft. one side		

[illegible]

MITIGATION MONITORING AND REPORTING PROGRAM

Planned Development PD-2-10-1726 (PD-66), General Plan Amendment GPA-2-10-1725 (GPA 08-1), Environmental Assessment CEQA-3-12-5237, Vacant Parcel (APN 005-042-020) Daly City, CA

Mitigation Measure	Implementation Procedure	Monitoring Responsibility	Monitoring/Reporting Action & Schedule	Non-Compliance Sanction/Activity	Monitoring Compliance Record (Name/Date)
<u>Mitigation Measure 1</u> Pre-construction surveys are required to be scheduled during breeding season (February 15 to August 31), a qualified ornithologist or qualified biologist shall conduct a preconstruction survey of the work area to determine if any native birds, including raptors, are nesting in or in the vicinity of vegetation to be removed. The preconstruction surveys will be conducted within 7 days prior to the start of work from March through May (since there is a higher potential for birds to initiate nesting during this period), and within 15 days prior to the start of work from June through August. If active nests are found in the work area, the biologist will determine an appropriate sized buffer around the nest and now work shall be allowed until the young have successfully fledged. The size of the nest buffer shall be determined by the biologist, and if necessary in consultation with eh CDFG. Buffer widths dependent the nesting species and its sensitivity to disturbance.	Surveys shall be conducted by a wildlife biologist, raptor biologist or ornithologist other qualified professional. Survey reports shall be submitted to the Planning Division for review prior to issuance of grading permit. If nest protection is required, the applicant shall submit plans to comply with protection recommendations of professional survey report. Inspection of protection buffer is required prior to commencement of site work.	Planning Division, Engineering Division and Building Division	Approve or disapprove building or grading permit issuance.	No building or grading permit	

MITIGATION MONITORING AND REPORTING PROGRAM

Planned Development PD-2-10-1726 (PD-66), General Plan Amendment GPA-2-10-1725 (GPA 08-1), Environmental Assessment CEQA-3-12-5237, Vacant Parcel (APN 005-042-020) Daly City, CA

<u>Mitigation Measure 2:</u> Impacts resulting from the development of Martin Street right-of-way may result in fill of a portion of the narrow drainage and associated riparian scrub. Although the feature is previously disturbed from historical and adjacent land uses, if deemed necessary, permits for any fill that would alter or impede the drainage may be required.	Surveys shall be conducted by a biologist or other qualified professional. Survey reports shall be submitted to the Planning Division for review prior to issuance of grading permit. If drainage protection is required, the applicant shall submit plans to comply with protection recommendations of professional survey report. Inspection of protection buffer is required prior to commencement of site work.	Planning Division, Building Division, Engineering Division	Approve or disapprove building and grading permit issuance, and ensure activity conducted on site.	No building or grading permit	
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Daly City Planning Commission Agenda Report

333 - 90th Street ♦ Daly City ♦ California ♦ 94015 ♦ 650-991-8033

Meeting Date: March 5, 2013

Application: General Plan Amendment GPA-9-12-6223
CEQA-2-13-6789
General Plan Update
State Clearinghouse Number 2012032024

Project Planner: Michael Van Lonkhuysen, Senior Planner

Project Location: Citywide

Project Description: General Plan Adoption and
Final Environmental Impact Report Certification

Applicant: City of Daly City
333 90th Street
Daly City, CA 94015

Background

State law requires that the City maintain an updated general plan to govern all actions relating to the City's growth and development. The Draft General Plan represents the culmination of work by the City's General Plan Steering Committee and City staff since the update of the Plan began in 2007 (see Attachment A – Draft General Plan). Prior to the current update, the Plan had not been comprehensively updated since 1987.

In compliance with State law, the Draft General Plan includes the following elements: Land Use, Housing, Circulation, Resource Management, Noise, and Safety. Although the Administrative Draft General Plan reviewed by the Planning Commission in January 2012 included a Draft Coastal Element that provided policies specific to portions of Daly City in the Coastal Zone, the this element is no longer proposed for inclusion in the General Plan (see *Discussion* section for further explanation). The removal of the Draft Coastal Element from the Plan reflects the City's desire to more carefully study land use policy direction in the Coastal Zone. The current schedule for General Plan adoption precludes the ability for the City to do so while continuing to meet State-mandated deadlines for adoption of the Housing Element.

The Planning Commission last discussed work on the General Plan last November when the Commission received comments related to the Draft Environmental Impact Report (DEIR) prepared for the Plan. Since that time, the City has accepted and responded to public comment on the DEIR. These responses, in combination with minor corrections and clarifications to the DEIR, are embodied in the Final Environmental Impact Report (FEIR) prepared by the City's consultant (Dyett and Bhatia) (see Attachment B – Final Environmental Impact Report).

Discussion

Major policy concepts represented in the Draft General Plan were developed as part of the Envision Daly City community visioning process, which included an extensive community outreach effort involving several public workshops and a city-wide Community Priorities Survey. The following is a summary of the purpose of each General Plan element and significant policy changes that have been incorporated into each element since the Planning Commission reviewed the Administrative Draft General Plan (ADGP) in January 2012.

Draft Land Use Element (beginning on page 1). This element outlines the types of land uses that are appropriate for each area of the City, including areas for housing, retail and office, open space, and recreational facilities. The element also sets standards for population density and building intensity, and provides maps of current and desired land uses. The policy content related to the Draft Land Use Element is located on pages 24 through 32.

Figure LU-3 – Future Land Use on page 17 identifies the General Plan land use designation for each parcel in Daly City. These designations correspond to density and intensity descriptions provided on pages 19 through 21. With a few notable exceptions, the new General Plan proposes the same land use designations as the existing General Plan. Perhaps the most significant change to the map is the redesignation of Mission Street and Geneva Avenue corridors as Commercial Mixed Use (C-MU) from Commercial Retail and Office (C-RO). The purpose for this change to reflect to allow for the creation of policies and development regulations tailored to these urban corridors, rather than have them share the C-RO designation with Daly City's more suburban shopping centers, as is currently the case.

Several changes to the Draft Future Land Use Map have occurred since the Planning Commission reviewed ADGP last January. The first is the replacement of Sullivan Corridor Specific Plan and the BART Station Specific Plan land use designations with land use designations for parcels used throughout the City. For example, the Neighborhood, Residential Above (C-NRA) designation in the BART Station Specific Plan has been replaced by the Commercial Mixed Use (C-MU) designation. Language in the land use description for the C-MU designation on page 20 refers to the Specific Plan for density and intensity allowances, as well as land use policy, ensuring that BART Station Specific Plan Area policies are carried forward in the new General Plan. This proposed change is intended to simplify the Future Land Use Map by reducing the number of General Plan designations and negating the need to change the General Plan designation for these parcels should the City desire to adopt subsequent updates or policy amendments to these Specific Plans.

A second change involves the redesignation of a portion of Carter Canyon to Residential Low Density (R-L) from Retail and Office Commercial (C-RO). This new designation would allow between 2.0 and 14.5 dwelling units per acre on the properties affected by the change (see Attachment C – Carter Canyon Redesignation Area). The designation change is accompanied by a new Policy LU-23 on page 31 which requires that a Master Land Use Plan (MLUP) be prepared for all vacant land west of Carter Street designated Residential Low Density and Open Space Preservation (OSP) prior to the issuance of any discretionary zoning or land use entitlement for

any single property. The policy provides a two-year suspension of this policy (e.g., until March 25, 2015) for any application deemed complete by the City at the date of General Plan adoption.

Similarly, a third change involves the addition of Policy LU-24 on page 31 related to the 37-acre area located on the east side of Carter Street between Geneva Avenue and Martin Street adjacent to the Cow Palace. This policy requires that, in order to ensure a comprehensive site and land planning process at this location, that any discretionary land use entitlements address cross-parcel connectivity for vehicular, bicycle and pedestrian use, and utility planning.

A fourth change is proposed in response to recent City Council study sessions held to discuss the ultimate use of the SamTrans and former Serra Bowl sites adjacent to the Colma BART Stations. Policy LU-3.5 on page 25 has been added to require that development on these properties support the City's Priority Development Area (PDA) status for the lands, include transit-oriented development concepts, and that the ultimate land uses for the property may include very high density residential, office, commercial and related uses. The policy specifically requires that development plans also address the potential for creation of a mixed-use, "urban village" development that includes a pedestrian-friendly design, along with amenities and customer services to support uses at the site as a means of reducing vehicle trips.

Draft Housing Element (beginning on page 33). This element assesses housing needs on a citywide and regional scale, identifies sites which have the potential to be developed as housing for all income levels, and policies and programs to provide additional housing opportunities. This element is subject to oversight by the State Department of Housing and Community Development (HCD) and for this reason was prepared in advance of the other General Plan elements. The Planning Commission and City Council have both reviewed the Draft Housing Element in its entirety on two occasions. These reviews were preceded by community workshops at which the Draft Housing Element was introduced. Since that time, HCD has communicated to the City that the Draft Housing Element satisfies State housing element law.

As the Planning Commission may recall, the Draft Housing Element created significant public controversy in 2009 when the element contained a policy creating a residential resale inspection program. Staff removed this program at the direction of the City Council and the program has been replaced by a revised program which identifies the establishment of an expanded code enforcement program targeting gross building violations.

The Potential Housing Sites Inventory List, which identifies viable housing sites throughout the City is provided on page 96. The policy content related to the Draft Housing Element is located on pages 103 through 113. Since the ADGP, the only amendments to Draft Housing Element relate to removal language referencing funding provided by the Daly City Redevelopment Agency which was dissolved pursuant to State law in February 2012.

Draft Circulation Element (beginning on page 129). This element identifies policies for ensuring that adequate transportation facilities are maintained throughout the planning period, that the facilities in which the City plans to invest reflect the land uses contemplated by the Land Use Element, and that the transportation system provides a range of transportation choices. The policy content related to the Draft Circulation Element is located on pages 148 through 157.

Since the Planning Commission's review of the ADGP, several amendments have been made to the Draft Circulation Element, primarily as an outcome of the development of the Draft Environmental Impact Report (DEIR) for the General Plan. Perhaps the most significant change to the element is the revision of Task CE-1.6, which identifies the Level of Service (LOS) the City's uses to evaluate traffic impacts created by new development and the need for future roadway and intersection improvements. Where Task CE-1.6 in the ADGP required that a LOS C be maintained during the a.m.-peak traffic period and that a LOS D be maintained during the p.m.-peak traffic period at all principal intersections (see page 132 for LOS descriptions), the same task in the current draft requires that LOS D be maintained during both traffic periods.

This change was made at the suggestion of the EIR preparer (Dyett and Bhatia) so as to provide a consistent traffic policy throughout the day and to more effectively implement traffic mitigation measures. In agreeing to the change, both the Planning and Engineering Divisions felt that using a single LOS standard would be most appropriate given the need to balance potential traffic improvements with economic development goals. Furthermore, the LOS D standard is currently used by other cities throughout the State and is more restrictive than the current LOS E standard identified in the County's 2011 Congestion Management Plan (CMP) for CMP intersections in Daly City.

As a result of the LOS change and DEIR preparation, the following amendments are proposed to Figure CE-3 – Roadway Improvements, which depicts the circulation improvements necessary to maintain LOS D:

- Item #13 in the ADGP, John Daly Boulevard/Skyline Drive Intersection Improvements, has been removed, as these improvements are no longer warranted given current development projections;
- A new Item #13 has been added, requiring the installation of a new traffic signal at the St. Francis/Clarinada Avenue intersection.
- A new Item #14 has been added, requiring traffic signal optimization and signal phasing adjustments at the John Daly Boulevard/Lake Merced Boulevard intersection.
- A new Item #15 has been added, requiring traffic signal timing optimization at the John Daly/Park Plaza Drive intersection.
- A new Item #16 has been added, requiring the installation of a new traffic signal at the Clarinada off-ramp from State Route 1.

In addition to the aforementioned revisions, additional policy language is proposed on pages 156 and 157 to assure the City's compliance with the California Complete Streets Act. The Act requires that the General Plan include policies that prioritize the construction of public improvements that allow for effective travel not only by motor vehicle, but by foot, bicycle, and transit. Examples of the new policies proposed in the Draft Circulation Element include:

- The requirement that sidewalks be provided on both sides of the street in new residential subdivisions and that subdivisions provide separated sidewalks where feasible (see Task CE-20.2 on page 156).
- The requirement that all new public or private parking lots and driveways incorporate raised sidewalks providing access from the City sidewalk adjoining the development to site interior proposed store- or office-fronts (see Task CE-20.4 on page 156).
- The requirement that facilitates offering safe crossings of the right-of-way, such as accessible curb ramps, crosswalks, refuge islands, and, where necessary, pedestrian signals be incorporated into new public roadway projects (see Task CE-20.5 on page 156).

As an immediate implementation step to these Complete Street policies, the City has completed work on an updated Bicycle and Pedestrian Master Plan as required by Task CE-16.1. The Plan was adopted by the City Council on February 25th.

Draft Safety Element (beginning on 161). This element identifies the natural and man-made hazards that the City needs to consider when making land use decisions or when preparing plans and policies for control and response to potential danger (i.e., emergency response plans, evacuation plans, etc.). The policy content related to the Draft Safety Element is located on pages 167 through 169. There have been no changes to this element since the Planning Commission reviewed the ADGP last year.

Draft Resource Management Element (beginning on 175). This element identifies natural and cultural resources that exist throughout the City and identifies policies that seek to both preserve and conserve these resources. The Draft Resource Management Element combines the Conservation Element and Open Space Elements required by State Planning Law, as permitted by State law. The policy content related to the Draft Resource Conservation Element is located on pages 189 through 195.

Since the Planning Commission's review of the ADGP, the Draft Environmental Impact Report (DEIR) for the General Plan has identified the need for the City to provide 15.8 acres of additional parkland between now and the year 2030, by which time the City's population is expected to have increased by 20,000 people. To address this need, the Draft Resource Management Element incorporates Task RME-12.1 on page 193 which provides for the development of Mussel Rock Park as a passive recreational area for community use.

Draft Noise Element (beginning on page 203). This element provides an overview of how much noise exists in the Daly City environment, a framework for how sound will be measured and regulated, and policy direction to guide the Planning Commission and City Council in regulating new uses that either produce excessive noise, or expose persons or institutions to unacceptable noise levels. The element contains technical evaluations of noise prepared by a consultant to the City. Existing noise levels are identified the figure provided on page 210, while future noise levels are provided in the figure on page 213. The policy content related to the Draft Noise Element is located on pages 217 through 220.

Since the Planning Commission's review of the ADGP, the City has worked with the Airport Land Use Commission staff to amend the Draft Noise Element for compliance with the new Airport Land Use Compatibility Plan (ALUP) for San Francisco International Airport (SFO) adopted by the City/County Association of Governments in October 2012. These amendments included supportive background text (see pages 215-216), the inclusion of updated noise contours for SFO in Figure NE-4 – Future Noise Levels (see page 213), and policy amendments requiring that all future development conform to the relevant safety policies and compatibility criteria contained in the ALUP (see pages 219-220).

Environmental Review

In accordance with the California Environmental Quality Act (CEQA), the City has prepared an Environmental Impact Report (EIR) to evaluate the potential environmental impacts associated with the General Plan's implementation. The EIR is intended to disclose to the City's decision makers, responsible agencies, organizations, and the general public, the potential impacts of implementing the General Plan.

The EIR is comprised of two volumes, the Draft EIR (Volume I), supplied to the Planning Commission last November, and the Final EIR (Volume II), provided as Attachment B to this staff report. The entire EIR is available for download at www.dalycity.org/gpeir.

Included in the FEIR are comments on and responses to comments on the DEIR, and minor corrections and clarifications to the DEIR. Table 2-1 on the FEIR page 2-1 identifies the outside agencies and parties that commented on the DEIR. These included the California Department of Transportation, the California Coastal Commission, San Francisco International Airport, the City/Council Association of Governments, the Sierra Club, and San Bruno Mountain Watch. In addition to the comments received from these agencies and organizations, the City received a number of comments from private individuals, both through the formal environmental review process and via separate email to the City. A complete set of comments received outside of the environmental review process since the ADGP release in January 2012 is provided as Attachment D.

As identified in the DEIR, the General Plan could result in some impacts that are significant and unavoidable despite extensive mitigating policies. These impacts were outlined in the November 7, 2012, staff report to the Planning Commission, and relate specifically to traffic 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.

In considering a recommendation to the City Council that it adopt the General Plan, the Planning Commission must determine the adequacy of the EIR. If it determines the analysis to be adequate, the Commission should forward the EIR to the Council with a recommendation that it certify the EIR as compliant with CEQA and that the Council adopt a Statement of Overriding Considerations for those impacts identified by the EIR to be significant and unavoidable (see Attachment E – Draft Statement of Overriding Considerations).

Findings

In advancing the General Plan to the City Council for adoption, staff recommends that the Planning Commission adopt findings that the General Plan has been prepared in accordance with the California Government Code, Daly City Municipal Code, and the regulations of agencies (e.g., Airport Land Use Commission). These findings are as follows:

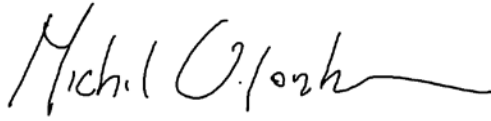
1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing to consider the General Plan adoption on March 5, 2013; notice of said hearing was by newspaper publication on February 23, 2013, and was additionally provided to all persons and organizations providing input to the General Plan update process.
2. The Daly City 2030 document ("General Plan") constitutes a comprehensive, long-term document capable of guiding the future development of the City.
3. The General Plan meets all the requirements for such plans as contained in the Planning and Zoning Law (Government Code, sections 65300-65303.4) and other laws.
4. The General Plan contains all of the elements mandated by Section 65303 of the Government Code, including land use, circulation, housing, noise, and safety elements. The conservation and open space elements have been combined into a single Resource Management Element, as permitted by California Government Code 65301 (a).
5. The General Plan has been prepared and adopted in accordance with the requirements of Planning and Zoning Law (Government Code, sections 65350-65362).
6. The General Plan includes goals, policies, and tasks related to reduction of greenhouse emissions and adaptation strategies, and provides specific direction that the City amend Title 17 of the Daly City Municipal Code to provide a regulatory framework for land use in Daly City that seeks to assist in the overall reduction to greenhouse gas emissions.
7. The General Plan provides the strategies for Daly City to reduce greenhouse gas emissions consistent with the direction of the State of California via AB32 and Governor's Order S-03-05 and Public Resources Code section 21083.3.
8. The General Plan references a Climate Plan which serves as a threshold of significance, through reference in the Daly City 2030 document, within the City of Daly City for climate change and as such is consistent with the direction of the California Attorney General opinion (Climate Change, CEQA and General Plans, Revised March 6, 2009) and Public Resources Code 21083.3.
9. The Goals, Policies, Tasks and other relevant content contained in the General Plan, Pursuant to Government Code Section 65302.3(a) are consistent with and do not conflict with applicable airport/land use compatibility policies and criteria contained in the San Mateo County Comprehensive Airport/Land Use Plan (CLUP) as amended for the environs of San Francisco International Airport.

10. Changes or alterations have been incorporated into the General Plan which avoid or substantially lessen or entirely eliminate the significant environmental effects associated with the Plan.
11. In accordance with the California Environmental Quality Act (CEQA), the City issued a Notice of Completion for a Draft Environmental Impact Report (DEIR) prepared to evaluate the environmental impacts that could result from the General Plan's implementation. The DEIR was submitted to the State Clearinghouse for public dissemination on October 10, 2012.
12. The DEIR was circulated for comment for at least 45 days (from October 10, 2012 to November 26, 2012) in accordance with the requirements of CEQA, including holding a meeting before the Planning Commission on November 7, 2012 for the purpose of receiving oral comments, and the acceptance of written comments for the required statutory period.
13. The City has prepared a Final Environmental Impact Report, incorporating the comments and responses to comments and EIR, in accordance with the requirements of CEQA. The entirety of the environmental documentation will heretofore be referred to as the EIR.
14. After receiving public testimony, reviewing the contents of the EIR and deliberating the aspects of the project, the Planning Commission recommends the City Council make findings and certify the General Plan EIR as adequate and recommends the City Council adopt a Statement of Overriding Considerations.
15. According to CEQA Guidelines Section 15093(b), a lead agency may allow the occurrence of significant, unmitigated effects if the Lead Agency finds, in writing, reasons to support the action based on the information in the EIR. CEQA guidelines further state that in the case of finding there are overriding considerations, the Lead Agency should consider the balance of the benefits of the proposed project against its environmental risks.
16. The Planning Commission finds that the benefits of the project in terms of economic development, its contribution to the cultural and social fabric of the City as a whole outweigh the potential unmitigatable impacts cited in the FEIR. This finding is based, on the facts contained in the Statement of Overriding Considerations as stated in Attachment D to this staff report.

Recommendations

Staff recommends that the Planning Commission provide and receive comment on the Draft General Plan and forward the plan to the City Council for adoption. Furthermore, staff recommends that the Planning Commission review the Final Environmental Impact Report (FEIR) prepared for the Plan and forward the FEIR to the City Council for certification, subject to the adoption of the Statement of Overriding Considerations provided as Attachment E.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael VanLonkhuysen", with a long horizontal flourish extending to the right.

Michael VanLonkhuysen
Senior Planner

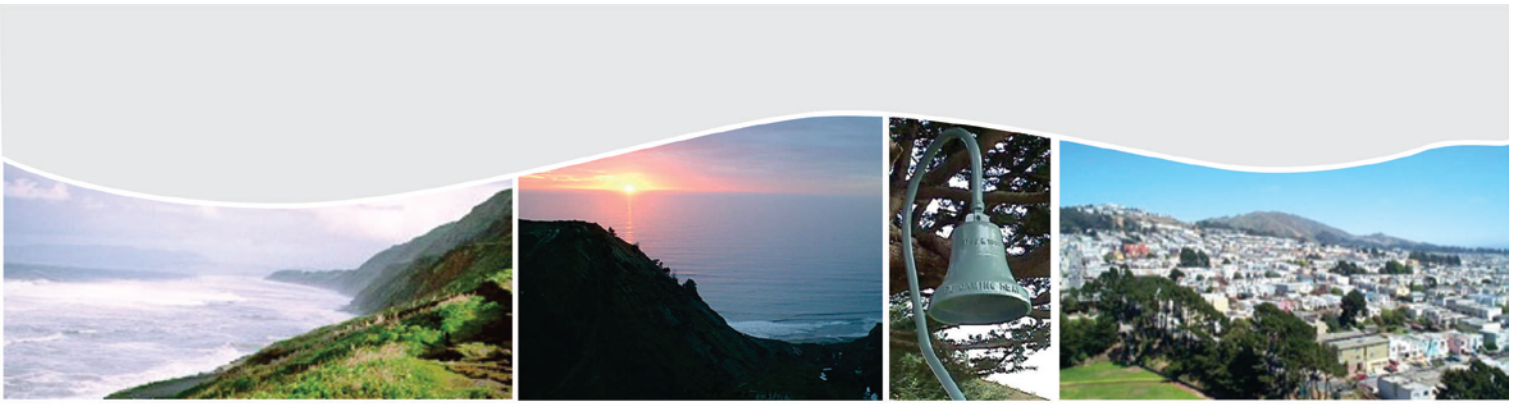
Attachments

- Attachment A – Draft General Plan
- Attachment B – Final Environmental Impact Report
- Attachment C – Carter Canyon Redesignation Area
- Attachment D – Correspondence Received Since ADGP Release in January 2012
- Attachment E – Draft Statement of Overriding Considerations

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**CARTER STREET PARCELS PROPOSED FOR REDESIGNATION
TO RESIDENTIAL LOW DENSITY (R-L)**



DALY CITY 2030

A PLAN FOR THE FUTURE

**PLANNING COMMISSION DRAFT
MARCH 5, 2013**

City of Daly City
Department of Economic and Community Development
Planning Division
333 90th Street
Daly City, CA 94015

DALY CITY

2030

A PLAN FOR
THE FUTURE

LAND USE
HOUSING
CIRCULATION
RESOURCE MANAGEMENT
NOISE
SAFETY

ACKNOWLEDGEMENTS

CITY MANAGER

Patricia Martel

DIRECTORS OF ECONOMIC AND COMMUNITY DEVELOPMENT

Richard Berger 2007 to 2011
Brian Millar 2011 to present

CITY COUNCILMEMBERS

Ray Buenaventura (Mayor)
David Canepa (Vice Mayor)
Michael Guingona
Carol Klatt
Sal Torres

PLANNING COMMISSIONERS

Richard Crump (Chair)
Laurie Rose Lubiano (Vice Chair)
Howard Edelman
Denise Kelly
Glenn Sylvester

STEERING COMMITTEE MEMBERS

Sam Bautista (through 2012)
Al Belotz (through 2007)
Judith Christensen (through 2008)
Richard Crump
Howard Edelman
Constantine Glafkides
Vaughn Jones
Imran Khan
Anna Mostella
Paula Stillman
Karen Vitulano (through 2010)
Judith Christensen (through 2008)
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TABLE OF CONTENTS

DALY CITY: TODAY AND TOMORROW (FORWARD).....	i
CITY PROFILE	iii
COMMUNITY VISION	vii
THE GENERAL PLAN: HISTORY, PURPOSE, AND PROCESS	ix
LAND USE ELEMENT	1
HOUSING ELEMENT.....	33
CIRCULATION ELEMENT	129
SAFETY ELEMENT	161
RESOURCE MANAGEMENT ELEMENT	175
NOISE ELEMENT.....	203

DALY CITY: TODAY AND TOMORROW

Foreword by Patricia Martel,
City Manager



DALY CITY OF TOMORROW will be a very different place from the Daly City we know today. For evidence of this, we need only look back to see how much has changed during the City's 100 year history. Most of Daly City's neighborhoods were rolling pasturelands. Neighborhoods that were here back then looked and functioned very differently than they do today. Many of the roads we use every day were not paved and there were very few, if any, automobiles traveling on them. At that time, Interstate 280 would not become a reality for over 50 years!

It is easy then to understand the importance of planning for the future. The document you are about to read, *Daly City 2030*, is precisely that: A General Plan for how Daly City will look and function in the future. As you may ascertain from the title, this plan focuses on roughly the next 20 years, from now until the year 2030. While we have chosen to address a 20-year timeframe for practical purposes, it requires that we look far beyond 2030 to imagine how land use policies and decisions can be facilitated in the 2030 timeframe to endure for the betterment of Daly City in the more distant future.

This General Plan, therefore, is different from the plans that have been developed for Daly City in the past. In preparing this document, we have accepted the precept that change in Daly City is inevitable, that the City will evolve, and that this evolution reflects a positive process that we should embrace and one for which we must thoughtfully plan. More importantly, we have aligned our awareness of the changes that will affect the community's future with the reality that not only is Daly City evolving, but so too is our nation, and our planet.

With these concepts in mind, it is our belief that we have developed a comprehensive set of land use policies that will allow Daly City to flourish as a vibrant place where residents enjoy a healthy and satisfying quality of life and where businesses prosper. At the same time we have created sound guidelines to establish policies that foster responsible growth and development patterns throughout the community.

A handwritten signature in black ink that reads "Patricia E. Martel". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Patricia E. Martel
City Manager

CITY PROFILE:

An Introduction to Daly City

Known as the “Gateway to the Peninsula,” Daly City is located at the northernmost edge of San Mateo County adjacent to San Francisco and extends from the Pacific Ocean on the west to nearly San Francisco Bay on the east. Central to both San Francisco and San Mateo County job centers, the City offers a diversified economy, excellent transportation links, and a growing young and productive labor force.

History

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.

People

According to the 2010 US Census, Daly City has a current population of 101,123 which makes it San Mateo County's largest city by population. The City is expected to remain in this position for the next twenty-five years according to the Association of Bay Area Governments (ABAG). More information about the Daly City's population is provided in the Housing Element contained within this document beginning on page 33.

Economy

Daly City has a labor force of 47,600 (mid-2010 estimate). Based upon ABAG's estimate of 25,320 local jobs, this equates to a participation rate of about 49 percent. Approximately 51 percent of Daly City's employed labor force works in San Francisco, about 17 percent work in either Daly City or South San Francisco and the remainder work in other Bay Area communities. Mirroring national and local trends, Daly City's unemployment rate has modestly increased from 5.9 percent at the end of 2008 to nearly 11.6 percent as of January 2010. The County unemployment rate increased from 4.7 percent to 9.7 percent during the same period.

Daly City's economy is highly diversified, ranging from professional service providers to retail and wholesale trade and manufacturing. Daly City's retail sector continues to flourish as population growth adds to the already high demand in the area. Three major regional shopping areas are within the City: a) The Mission Street retail corridor, which borders San Francisco; b) Serramonte Center, a 860,000 square-foot regional shopping center located on Interstate 280; and c) Westlake Shopping Center, another regional shopping center of 620,000 square feet that recently underwent extensive renovation. Taxable retail sales are among the highest and fastest growing of all metropolitan areas in the county. In total, Daly City boasts approximately 3.1 million square feet of retail space.

Medical services are another important aspect of the Daly City economy. Seton Medical Center is the City's largest employer with over 1,600 employees. This is an acute care hospital with 357 beds. Its reputation as one of the leading medical facilities in the country has encouraged the development of additional clinics and laboratories adjacent to or near the hospital. These include the Seton Medical Office Center, San Francisco Heart Institute, the Spine Care Medical Group, the San Francisco Neuro-Skeletal Imaging Center, and the Physician's Medical Center. Among the newest additions to Daly City's health care field is Kaiser Permanente with 130,000 square feet of medical offices and clinics in a new building at 395 Hickey Boulevard near Interstate 280.

A considerable amount of Daly City's economic growth is attributed to its young, skilled and productive labor force. Six colleges or universities are within a ten-mile radius, and twelve more are within a 50-mile radius. According to the latest Census, nearly 78 percent of the City's population is over eighteen, only 12 percent are of retirement age and the median age is 35. Of Daly City's total labor force, approximately half are working in local jobs--a participation rate close to 50 percent.

REGIONAL LOCATION



COMMUNITY VISION

“We, the citizens of Daly City, proudly celebrate our history, our location in the Bay Area, our distinct neighborhoods and the views of the fog-shrouded hills that define us. We take pride in our cultural diversity and work hard to promote community interaction. Daly City will be a community with a strong identity – with several attractively designed gathering and civic places including a “downtown”. We will focus on being a clean and attractive city with an efficient infrastructure. We will provide services for a full spectrum of age groups and mobility levels.

We embrace our future, while respecting the past, and believe in directed growth that will increase opportunities to both live and work in the community. Our city will provide housing choices and balance that with a variety of economic opportunities that will include both unique small businesses and large businesses.

We are committed to constantly evolve our multi-modal travel environment to connect all neighborhoods. Daly City will offer a variety of recreational, cultural and entertainment opportunities for all. By our actions, we will showcase our environmental stewardship in being a sustainable and livable community at all levels.

As a connected city and community working in partnership, we will emphasize interaction and participation from all, find meaningful ways to display our civic pride and showcase our strengths.”

*Envision Daly City document
2008*

The General Plan: History, Purpose, and Process

Planning in Daly City dates from 1958, when the City adopted its first land use plan encompassing the Vista Grande, Crocker, Hillside, and St. Francis Heights neighborhoods, and much of the Westlake neighborhood. By 1978, the City had prepared its first comprehensive plan which, in addition to land use, included planning for housing, circulation, noise, safety, and open space. This plan covered almost all of the area in present-day Daly City, including the Serramonte, Southern Hills, and Bayshore neighborhoods, which were annexed to the City in the 1960s. Beginning in 1987 and through the early 1990s, the General Plan was again updated to reflect the changing nature of Daly City and State laws intended to ensure that cities planned for adequate housing in their communities.

State Planning Law

This General Plan has been written and developed in compliance with State law which requires that each city and county maintain an updated general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code 65300). The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

General Plan Objectives

The General Plan represents the City’s attempt to portray both words and on maps the goals, policies, and specific tasks that will improve the lives of existing residents while accommodating and planning for the needs of future residents.

The objectives of the plan are:

1. To enable the community, speaking through the Planning Commission and City Council, to agree on long- and short-term policies related to each of the elements encompassed within the General Plan;
2. To establish a vision the physical nature of Daly City in the future and set the tone for the corresponding land use policies required to advance this vision; and
3. To provide a basis for determining whether private development proposals and public projects are in harmony with the policies of the plan.

As will be discussed further in this section, the City’s work to prepare the General Plan has included a significant effort to gain public involvement, and to consolidate and understand various opinions about what the future of the City should be. Naturally, the General Plan cannot incorporate all ideas presented during public discussions. Rather than attempting to do so, the City staff has attempted to address common themes of opinions in the development of General Plan policy. In developing policy, the staff has accepted overarching precepts that change in Daly City is inevitable, that the City will evolve, and that this evolution is a good thing that the City should embrace.

Public Participation

In the fall of 2006, the City Council initiated a comprehensive update of the Daly City General Plan. As a first step, City staff and consultants from Metropolitan Planning Group developed a community-based visioning process to give all residents and business owners the opportunity to express their concerns about and aspirations for Daly City's future. This four-month process included three community workshops, an extensive community survey mailed to all postal customers, and focus group interviews. In all, over 1,850 people participated in the process.

During this process, residents and business owners provided a number of ideas that were used in developing the policies included in the General Plan. Examples of the ideas developed from this outreach process include:

- Direction of future growth with more intense mixed-use infill developments along major transit corridors and other appropriate locations.
- The revitalization of Mission Street to become an urban walkable mixed-use neighborhood that provides a positive and cohesive identity for the entire city.
- The provision of a variety of housing that includes mixed-use housing, lofts, live-work, flats and other urban solutions.
- A focus on revitalization opportunities in the Bayshore neighborhood to provide major job opportunities.

A complete summary of the visioning process, including community survey is available as a separate document, *Envision Daly City*, available from the Planning Division. The complete results of the community survey are provided as an appendix to the *Envision Daly City* document.

General Plan Steering Committee

A 13-member Steering Committee was appointed by the City Manager to guide the General Plan process, including the Visioning component. At its inception, the committee included two City Council members, Planning Commission Chair, two business liaisons, and eight residents. The Steering Committee met on a regular basis in an informal setting to provide the policy direction necessary to advance the update process.

CITY OF DALY CITY

Land Use Element



Introduction

Scope and Role of the Land Use Element

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

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

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

Predominant Land Use Character

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

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

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

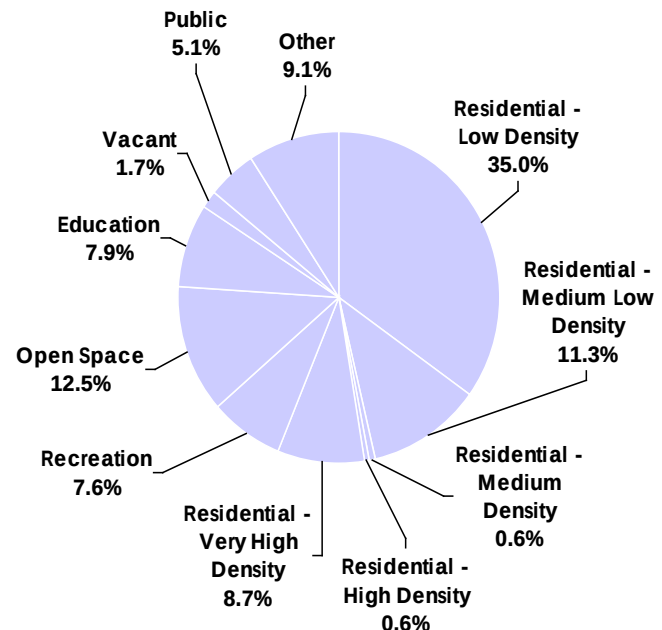
It is for this reason that many of the city's land use and housing policies are inextricably intertwined. As identified in the Housing Element, the housing policies have a wide-ranging impact to the Land Use and other elements. This is so true that, in many instances, the various elements share the same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

State Planning Law

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

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

Figure LUE-1: Existing Land Use



Source: City of Daly City

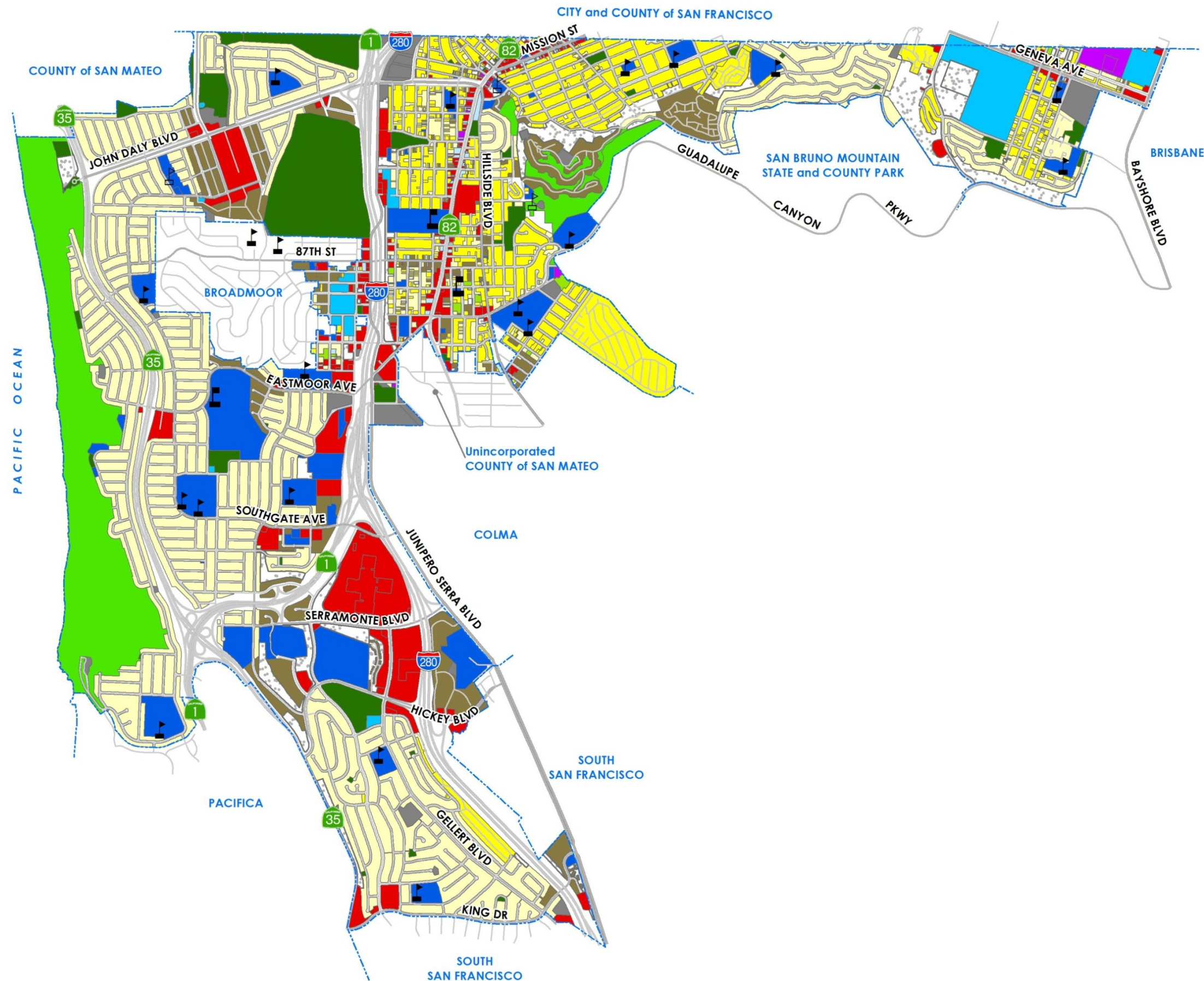
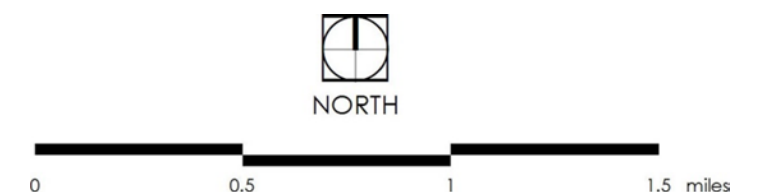


Figure LUE-1
EXISTING LAND USE

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

CITY OF DALY CITY LAND USE ELEMENT



Planning Areas

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

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

Westlake | Planning Area 1

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

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

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

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

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

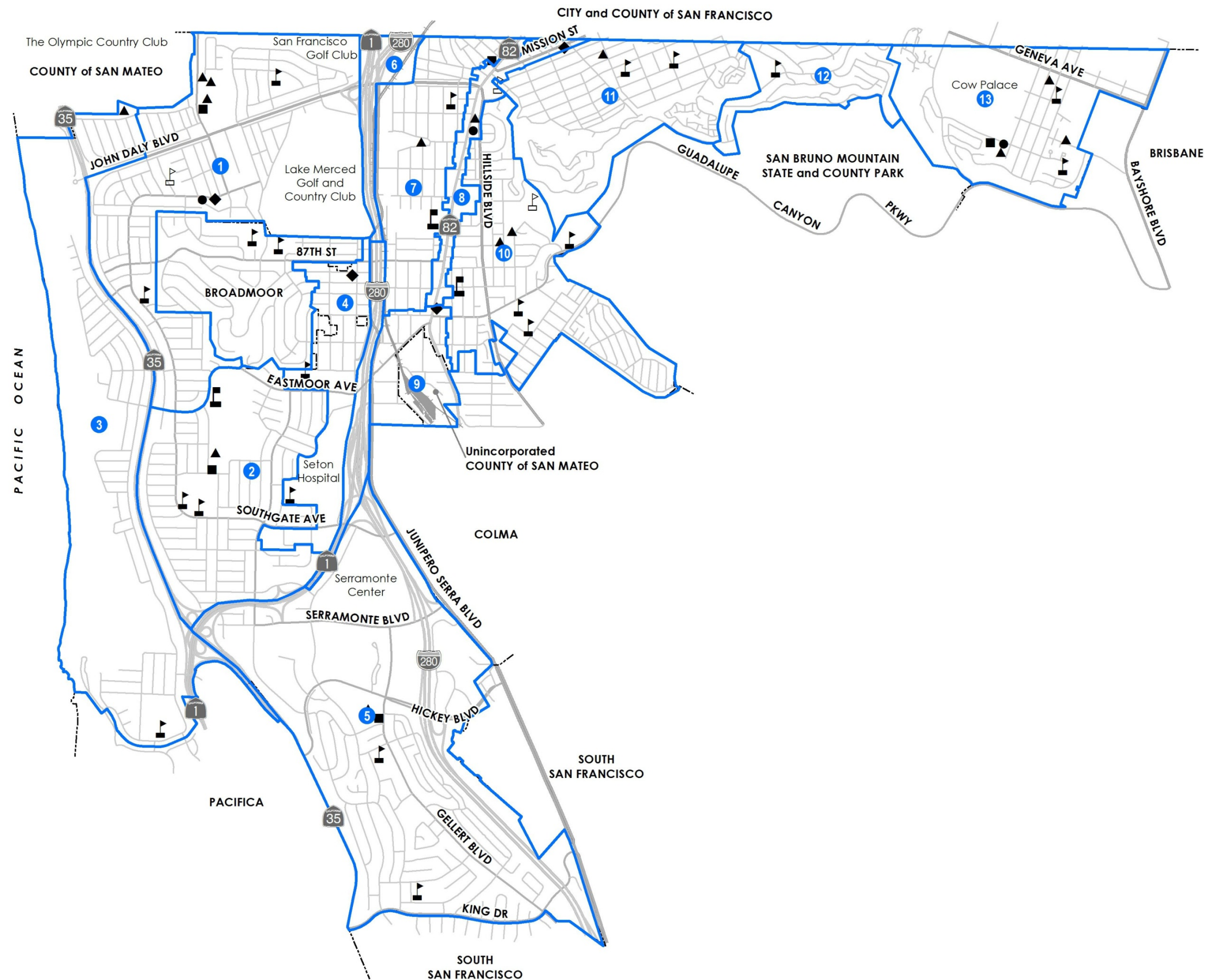
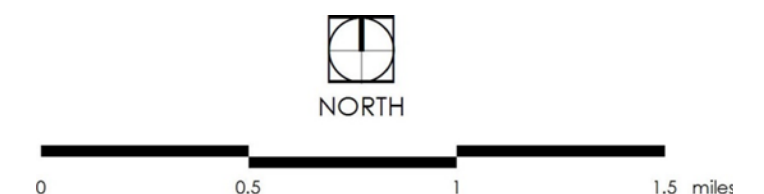


Figure LUE-2
PLANNING AREAS

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

CITY OF DALY CITY LAND USE ELEMENT



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

St. Francis | Planning Area 2

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

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

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

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

Skyline | Planning Area 3

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

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

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

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

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

Sullivan Corridor | Planning Area 4

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

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

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

Serramonte | Planning Area 5

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

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

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

located in the southernmost portion of this neighborhood and contains a mixture of retail uses and one of two bowling centers in the City.

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

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

Peninsula Gateway | Planning Area 6

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

Vista Grande | Planning Area 7

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

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

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

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

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

Mission Street | Planning Area 8

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

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

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

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

Colma – Daly City BART Station | Planning Area 9

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

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

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

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

Hillside | Planning Area 10

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

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

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

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

Crocker | Planning Area 11

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

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

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

Southern Hills | Planning Area 12

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

Bayshore | Planning Area 13

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

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

Unincorporated Areas

Broadmoor Village

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

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

Unincorporated Colma

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

Land Use Categories

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

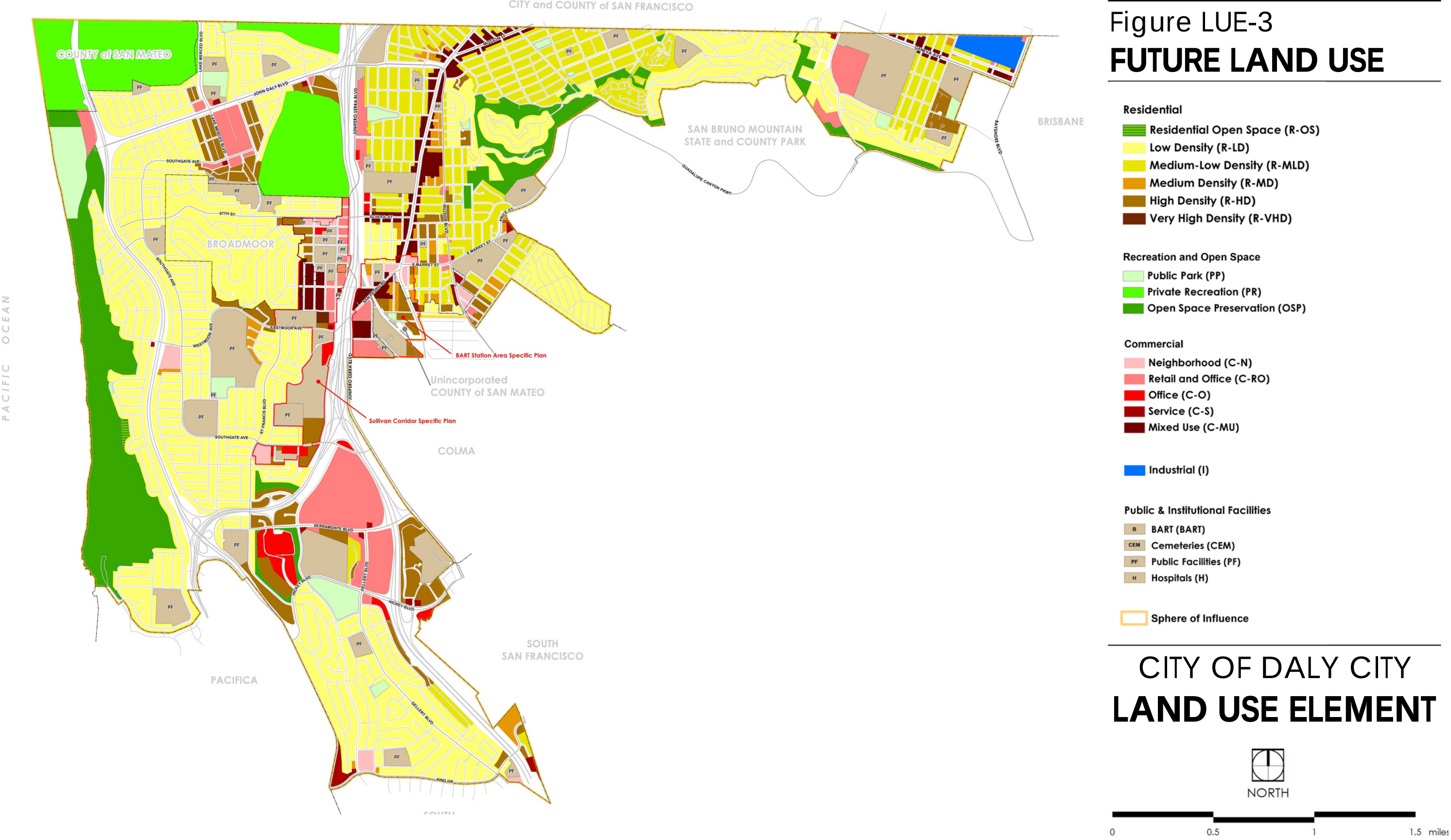
Residential

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

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

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

Figure LUE-3
FUTURE LAND USE



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

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

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

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

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

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

Commercial/Industrial

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

Commercial — Retail and Office (C-RO). This land use designation consists of retail and office uses both regional and citywide in scope, typically applicable to a wide range of commercial shopping areas, including Westlake Shopping Center and Serramonte Shopping Center. The FAR varies for land uses within this category and ranges from 2.5 to 5.0 square feet of building area for each square foot of land area, except in the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans. While historically residential uses have been permitted within this General Plan land use category, the inclusion of the Commercial Mixed-Use General Plan

designation is now the most appropriate designation for existing and new development which contains and is intended to contain residential land uses.

Commercial — Mixed Use (C-MU). This land use designation pertains generally to areas fronting Mission Street and Geneva Avenue, and includes certain areas within the Sullivan Corridor Specific Plan and BART Station Area Specific Plan intended for mixed-use development. The designation applies to areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings which contain a vertical mix of uses, e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street.

The introduction of the C-MU designation along Mission Street and Geneva Avenue is intended to allow for residential intensification of these corridors, both of which are well-served by public transportation, so that they may be transformed into more vibrant urban streets as identified during the Envision Daly City process. The FAR for mixed-use land uses generally ranges from 1.0 to 6.0, except in mixed use areas of the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans.

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

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

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

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

Parks and Open Space Land Use Categories

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

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

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

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

Public and Institutional Land Use Categories

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

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

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

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

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

Public Property Development Sites

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

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

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

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

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

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

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

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

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

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

Land Use Goal, Policies, and Tasks

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

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

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

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

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

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

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

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

Commercial Vitality and Revitalization

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

Task LU-1.1: Increase the minimum property sizes in all commercial zones and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel size shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.

Task LU-1.2: Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers of lots that meet a minimum threshold size and shall be commensurate with the size of the parcels being merged and/or created.

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

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

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

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

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

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

Urban Corridor Enhancement

Policy LU-3: Implement a vision and long-term goals for Mission Street and Geneva Avenue, and consider the vision and goals in all land use planning decisions.

Task LU-3.1: Maintain the Priority Development Area (PDA) status of the Bayshore Area and the Colma BART Specific Plan Area/Mission Street Corridor, and take steps to secure capital infrastructure funds, planning grants, and technical assistance from ABAG to more fully realize the City's vision and long-term goals for these PDAs.

Task LU-3.2: Prepare a comprehensive land use, infrastructure, and streetscape plan for the Geneva Avenue Corridor, including the state-owned Cow Palace property. If necessary, the plan shall make specific recommendations for changes to the General Plan and Zoning Ordinance that will be necessary to assist with the plan's implementation. The plan shall also identify which, if any, public improvements will be necessary for long-term implementation, including any necessary upgrades to existing public utilities in the area, and potential financing strategies to fund these improvements.

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

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

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

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

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

Task LU-4.1: Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.

Task LU-4.2: Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task LU-4.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.

Task LU-4.3: Remove the use permit requirement for mixed-use projects that contain a commercial component of sufficient proportion to the total building area, as identified by the Zoning Ordinance, and a residential component.

Task LU-4.4: Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.

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

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

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

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

Task LU-6.1: Establish separate parking regulations for the Commercial Mixed Use zone and revise the Zoning Ordinance to require that any new restaurant provide the same number of parking spaces as that of a retail business (one space per each 300 square feet).

Neighborhood Preservation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Permit Streamlining

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Environmental Considerations

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

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

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

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

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

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

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

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

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

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

Policy LU-23: Prior to the issuance of any discretionary zoning or land use entitlement, a Master Land Use Plan (MLUP) shall be prepared for all vacant lands west of Carter Street designated Low Density Residential (R-LD) and Open Space Preservation (OSP). The MLUP shall be adopted by City Council and the resulting land use designations and public roadways identified in the plan shall become incorporated into the Land Use and Circulation Elements, respectively. In adopting the MLUP, the City shall consider the topography of the areas included within the plan boundary, the feasibility of providing utility and street access to all parcels identified for development and utility provision, and any environmental constraints to development and utility provision that may be present within the plan boundary (geologic constraints, special status species protection, etc.). Adjacent parcels designated Open Space Preservation (or portions thereof) may be considered for redesignation to R-LD, provided the redesignation of these parcels (or portions thereof) implements all provisions of the MLUP. This requirement shall be held in abeyance for a period of two years for all applications deemed complete by the City on the date of General Plan adoption.

Public Property Development Sites

Policy LU-24: In order to ensure that a comprehensive site and land planning process is considered, any discretionary land use entitlements for any of the lands contained in the 37-acre area located on the east side of Carter Street between Geneva Avenue and Martin Street (currently consisting of three properties owned by the City of Daly City Housing Development Finance Agency, Syufy Enterprises, and the State of California), shall address cross-parcel connectivity for vehicular, bicycle and pedestrian use, and utility planning. The entitlement applications shall also consider potential connectivity and land planning issues associated with the current use and possible future redevelopment of the adjoining Cow

Palace property to the west. Additionally, the City may entertain a comprehensive planning approach for development of the 37-acre area that allows for location of land uses and related site improvements based on overall site constraints and development opportunities.

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

CITY OF DALY CITY Housing Element



Introduction

Scope and Role of the Housing Element

From an urban planning perspective, nothing has impacted Daly City more than the construction of housing. Over the years Daly City has provided new housing opportunities for many thousands of families, many of whom settled in the city at the close of World War II.

Like much of the Bay Area, housing demand has exceeded housing supply in Daly City for many years. While job centers in the Bay Area region have flourished, housing construction has not kept pace with the demand created by a vast influx of households taking advantage of the rich opportunities offered by the region's employers. In bedroom communities like Daly City, these economic forces have led to soaring housing costs, overcrowding, and illegal construction.

Even in the current market downturn, the housing market continues to impact the daily lives of households in Daly City and throughout the region. Steep increases in the cost of for-sale homes at the beginning of the decade have been replaced by scarce credit to construct new housing and a foreclosure crisis not seen since the Great Depression. This climate further challenges the abilities of the State and local governments to assure equitable access to affordable housing.

What is a Housing Element?

State law requires each city and county to adopt a General Plan containing at least seven elements including a Housing Element. Unlike the other mandatory General Plan elements, the Housing Element must be updated every five years, is subject to detailed requirements of State law, and must be reviewed by the State Department of Housing and Community Development. Housing elements have been mandatory portions of general plans since 1969, reflecting the State recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the State's housing goals. The regulation of the housing supply through planning and zoning powers affects the State's ability to achieve its housing goal of "decent housing and a suitable living environment for every California family" and is critical to the State's long-term economic competitiveness.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth a goal, objectives, policies and programs to improve the quality of the City's housing stock and increase housing opportunities. Like other parts of this General Plan, the Housing Element has been prepared within the context of urban transformation that will result from an ever increasing population and mandates from State and regional agencies to build housing near existing transit. The policies contained within the element are intended to provide a framework for evaluating specific housing proposals; establish a coordinated, realistic course of action for dealing with Daly City's concerns; and be a tool for decision-makers when considering the approval of housing construction projects.

Legal Requirements

Housing element law requires local governments like Daly City to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing Element law is the State's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that in order for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element process begins with the Department allocating a region's share of the statewide housing need to Councils of Governments (COG) based on State Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (commonly referred to as "ABAG") serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG has been allocating the region's share of the statewide need to the cities and counties within the Bay Area. This allocation, which is discussed further within this document, is called the Regional Housing Need Allocation (RHNA or "ree-nuh"). The RHNA is required to promote the following objectives:

1. Increase the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner;
2. Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns; and
3. Promote an improved intraregional relationship between jobs and housing.

Housing element law requires local governments to be accountable for ensuring projected housing needs can be accommodated. The process maintains local control over where and what type of development should occur in local communities while providing the opportunity for the private sector to meet market demand.

Public Participation

Housing issues affect the entire community – residents, employers and the public and private sectors. State Law requires that each city make a diligent effort to achieve public participation from all economic segments of the community in the development of the housing element. This requirement law presents an opportunity to engage constituents in a dialogue – defining problems and creating solutions.

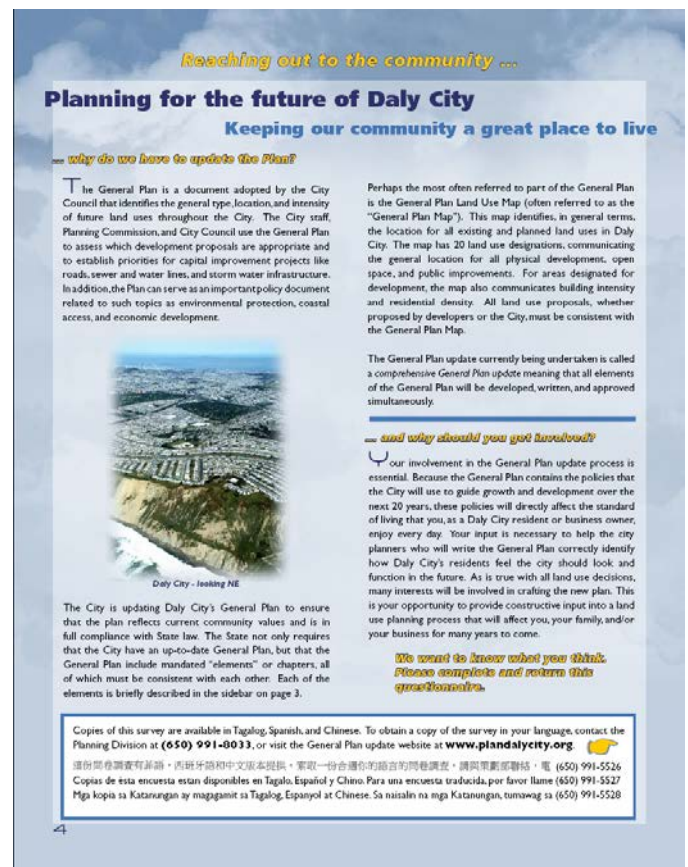
In the fall of 2006, the Daly City City Council initiated a comprehensive update of the City's General Plan, including an update of this Housing Element. Prior to this time, the General Plan had not been updated since 1987. The Housing Element was more recently updated in 2004. At the onset of the General Plan update, the City hired a planning consultant (Metropolitan Planning Group) to undertake an extensive public outreach campaign to identify community values and better define the land use priorities of both residents and business owners in Daly City. This campaign used three primary means for gaining such input: a city-wide community survey, community focus groups, and two visioning workshops. This outreach campaign, called *Envision Daly City*, concluded in the spring of 2008 with a report by the same name.

Throughout the public outreach process, the City of Daly City has made an extraordinary effort to involve residents who have traditionally not participated in the City's efforts to plan for land use and housing, including persons from underrepresented ethnic and economic backgrounds. The focus group format and composition, for example, were intentionally tailored to solicit input from these groups. Individual focus groups participants were selected with the assistance of Our Second Home Early Childhood Development Center and the Jefferson High School District based on their abilities to provide important insight into the land use and housing needs of renters, parents of school-aged children, and community youth, most of whom represented households with limited incomes.

As an additional effort to reach out to these groups, much of the written public outreach communication for the Envision Daly City campaign was multilingual (Spanish, Chinese, and Tagalog), including the community survey and flyers concerning Envision Daly City and Housing Element workshops, where translators were provided to non-English speaking participants. Each of these avenues for gaining community input has included discussions of housing-specific topics, including measured evaluations of housing affordability and conditions through the community survey and discussions of housing-related topics.

Because many of the discussions held with the focus groups centered upon the need and/or desire for community change and betterment, the specific discussions related to new housing policies were instead more abstract, concentrating on how participants would like Daly City as a place to live in the future. Not surprisingly, each focus group touched on the issue of housing provision and affordability. Several of the parents of school-aged children, for example, were in the midst of a foreclosure and expressed concern about the impact of that process on their family.

The City's Housing Goal was established at the second visioning workshop and reported together with other planning goals as part of the City's Envision Daly City report, which is available for download at

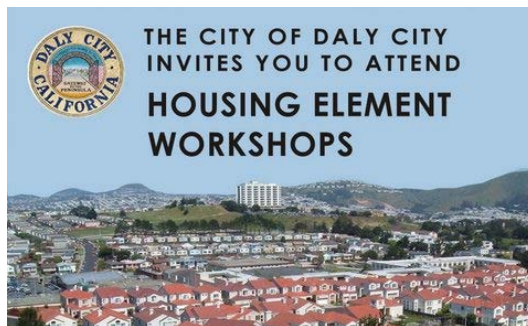


the website dedicated exclusively to the General Plan and House Element updates at www.plandalycity.org.

Throughout the Housing Element update process, a City Council-appointed General Plan Steering Committee has provided valuable insight and guidance to staff on housing and other land use issues. The Committee reviewed and discussed the Administrative Draft Housing Element prior to public release and considered the community input described in the subsequent paragraph.

The Administrative Draft was prepared and released for public review on May 1, 2009, with a 60-day comment period ending June 30, 2009. Copies of the draft were mailed to all organizations, service providers, housing providers, and other affected agencies and was made available at all public libraries within Daly City, online at www.plandalycity.org, and at the Daly City Planning Division.

In May and June 2009, the City held two workshops specifically for public introduction and review of the Administrative Draft. Comment gained from this public review was discussed further at General Plan Steering Committee meetings held during the summer of 2009, all of which were open for attendance by the public. Based on the comments received, the Committee requested that several changes be incorporated into the Administrative Draft before the Draft Housing Element was released on August 20 for an additional 30-day comment period.



In September 2009, staff presented the Draft Housing Element to the Planning Commission and City Council for initial consideration in anticipation of the releasing the draft element to the State Department of Housing and Community Development for review. The Draft Housing Element was subsequently submitted to HCD review in October 2009 and all State comments on the draft were completed in [insert month/year], with HCD certification granted in [insert month/year].

Following HCD review and certification, the City of Daly City Planning Commission conducted a public hearing on May 4, 2010 to discuss and receive comment on the Draft Housing Element. The general public was invited to attend the hearings and comment on the draft through public notices published in a newspaper of general circulation within the community. The Housing Element was subsequently adopted by the Daly City City Council on [insert day/month/year]. A copy of the final adopted Housing Element has been submitted to HCD.

Review of the 2004 Housing Element

Housing element law requires that each local government review its housing element to ensure that the element's goals, objectives, and policies are contributing to the attainment of the state housing goal, have been effective in attaining the community's housing goals and objectives, and that the City has, in general, made progress toward implementing its housing element. This review covers the time period beginning July 1, 1999 and ending June 30, 2007, the housing element planning period established by the State Department of Housing and Community Development and the Association of Bay Area Governments (ABAG). Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Need Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the County, participated in the development of the RHNA identified within this section.

Objectives from 2004 Housing Element

Table HE-1 identifies the construction objective set forth in the previous housing element, which was adopted by the City in 2004. The objective mirrors the regional housing need allocated to Daly City for the 1999-2007 time period consisting of 1,391 housing units, or roughly 200 housing units per year between these years. Fifty-eight percent of the 1,391 units, or 813 housing units, were to be affordable to lower income households.

Table HE-1: Housing Construction Objective (1999-2007)

Income Category	Dwelling Unit Allocation	Percent of Total	Annual Construction Requirement
Very Low	282	20%	40
Low	139	10%	20
Moderate	392	28%	56
Above Moderate	578	42%	83
	1391	100%	199

Source: *Daly City Housing Element (2004)*

Table HE-2 identifies residential permits finalized by the City Building Division between calendar years 1999 and 2007. In review of both the total and annual objectives, the total number of permits finalized within this period is indicative that the City has not produced the desired number of new housing units. Between 1999 and 2007, the time period subject to the 1,391-unit construction objective, a total of 506 units were constructed, fulfilling roughly 36 percent of the construction objective. On an annualized basis, the closest attainment of the annual objectives was 2002, when 126 units were constructed, roughly 63 percent of the annual objective. In half of the years, no greater than half of the objective was fulfilled.

Table HE-2: Residential Permits Finalized (2004-2007)

Unit Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	Units Constructed 1999-2007	Growth Rate 1999-2007
Single Family	31	7	70	105	52	38	20	12	10	345	1.7%
Multiple-Family	11	8	0	0	4	4	2	18	6	53	0.5%
Mobile Homes	7	13	5	21	17	17	0	21	7	108	19.4%
Total	49	28	75	126	73	59	22	51	23	506	1.6%

Source: Daly City Building Division

Table HE-3 on page 7 provides an overview of the residential development activity containing affordable units that has occurred in Daly City since 1999 and the numbers of affordable units that have been constructed within the city as compared to the affordable construction objective set forth by the 2004 Housing Element.

Affordable Housing Accomplishments

As rental and for-sale housing costs have skyrocketed in the Bay Area, both the City of Daly City and the Daly City Redevelopment Agency undertook extensive efforts to attract affordable housing developers to the city and provide funding for affordable housing projects that are proposed. Like many public

agencies, the City and Agency have struggled to stretch limited financial resources to meet the housing needs of Daly City's diverse population. In the 1999 to 2007 planning period, the City and Agency advanced the following three projects, two of which involved a land subsidy by the City. Following is a description of each:

Habitat Way (complete). In October 2005, Peninsula Habitat for Humanity (PHH) completed the construction of seven completely affordable single-family homes on a .49-acre in-fill development site located on Third Avenue in Daly City. With financial subsidy from the City of Daly City and the San Mateo County Department of Housing, the project represented the first affordable housing development in Daly City consisting entirely of ownership housing. In an effort to maximize housing potential on the site and assist with feasibility, the City granted zoning variances for both minimum lot size and lot dimension, allowing five of the seven lots to be approximately 1,500 square feet and a sixth to be approximately 1,800 square feet. The resulting net density of the project was 14.28 dwelling units per acre, exemplifying the City's willingness to promote affordable housing construction through relaxed lot size and dimension regulations. The project was deed-restricted to very low-income households for 45 years. City HOME funds contributed to the project totaled \$877,500. County HOME funds totaled \$162,000.



De Long Housing (complete). In June 2006, Peninsula Habitat for Humanity completed the construction of four affordable single-family detached homes on a .29-acre surplus BART property located across the street from Daly City BART Station on De Long Street. Like the Habitat Way homes, this affordable development project consisted entirely of ownership housing. Including the City purchase and subsidized resale of the property to PHH, the combined City/Redevelopment Agency contribution to the project totaled \$365,000. Funding for the project was provided through Redevelopment Agency set-side funds and City HOME funds. County HOME funds contributed toward the project totaled \$280,000. The project was deed-restricted to very low-income households for 45 years.



Hillcrest Gardens (complete). In August 2008, American Baptist Homes of the West (ABHOW) completed construction of a 40-unit affordable senior apartment project northwest of the Mission Street/Hillcrest Avenue intersection. Located on a 0.4-acre lot occupied since 1973 by a City parking lot, Hillcrest Gardens represents one of the densest affordable projects undertaken in Daly City. At 100 dwelling units per acre, the development demonstrates the City's willingness to promote affordable housing through both density allowances and flexible parking requirements. The project is within walking distance to BART and public transit (SamTrans and Muni). All units within the complex (except the manager's unit) are deed-restricted for 55 years to very low-income seniors, aged 62 years or older. Local subsidies to the project include the following: City HOME: \$2,051,612; City CDBG:

\$227,227; County HOME: \$853,266; County HEART (Housing Endowment and Regional Trust), \$510,000; DCRA, \$480,000; Land discount valued at \$1,195,000; Also received HUD Section 202 funding of \$5,004,300.

Habitat for Humanity Condominiums (approved). In June 2009, the Daly City Redevelopment Agency (DCRA) entered into a Disposition and Development Agreement with Habitat for Humanity Greater San Francisco (HHGSF) for the Agency-owned parcel at 7555 Mission Street, located within a mile of the Colma BART station. HHGSF will build 36 units of ownership multifamily housing that will be affordable to households at up to 60% of area median income. The Agency will provide a forgivable loan to HHGSF for the land as long as the units remain affordable for 45 years. The Agency is also contributing up to \$800,000 for development costs, in addition to \$1.26 million in HOME funds. The project received \$1.76 from the State's HCD Infill grant program.



Review of 2004 Housing Element Objectives and Policies Actions

Table HE-4 beginning on page provides a summary review of the prior Housing Element objectives and policies, and the status of the City's implementation of each policy. All of the responsibilities for each of the objectives and policies contained within this table were that of the Department of Economic and Community Development.

Table HE-3: Affordable Housing Construction Activity (1999-2007)

Project	Location	Site Size	Density	Status	Funding Source	Very Low	Low	Moderate	Above Moderate	Total
Landmark Daly City Condominiums (Mixed-Use)	6501 Mission Street	1.70 ac	56 du/ac	Construction	Private financing	0	0	14	81	95
The Geneva Condominiums (Mixed Use)	2665 Geneva Avenue	1.26 ac	57 du/ac	Construction	Private financing	0	11	0	61	72
Hillcrest Gardens Senior Apartments	35 Hillcrest Boulevard	0.40 ac	100 du/ac	Complete	ABHOW, HOME, CDBG, HEART, DCRA, HUD	40	0	0	0	40
Habitat for Humanity Single Family Homes	523 - 539 De Long Street	0.29 ac	14 du/ac	Complete	PHH, HOME, DCRA	4	0	0	0	4
Habitat for Humanity Single Family Homes	301 - 313 Habitat Way	0.49 ac	14 du/ac	Complete	PHH, HOME	7	0	0	0	7
Monarch Village Senior Apartments	165 Pierce Street	3.18 ac	65 du/ac	Approved	Private financing	0	16	16	176	208
Mission/Westlake Mixed Use (Alpha Group)	6800 Mission Street	0.42 ac	86 du/ac	Approved	Private financing	0	6	0	30	36
Zita/Eastmoor Townhomes	211 Eastmoor Avenue	1.00 ac	17 du/ac	Approved	Private financing	0	0	3	14	17
Total Affordable Housing Activity 1999-2007						51	33	33	362	479
Regional Housing Needs Allocation (RHNA) 1999-2007						282	139	392	578	1391
RHNA Unit Construction Rate						18%	24%	8%	63%	34%

Sources: City of Daly City Housing Division; Daly City Redevelopment Agency

Table HE-4: Implementation of 2004 Housing Element Objectives and Policies (1999-2007)

Principle 1: Encourage new residential development in suitable locations			
POLICIES	1.1	Support infill housing on appropriate sites in existing neighborhoods.	The City has approved numerous infill projects that provide housing opportunities (see Table HE-19 for complete list of approved projects).
	1.2	Foster housing development on suitable, surplus lands.	The City remains fully supportive of utilizing surplus public property for affordable housing construction. The four-unit DeLong Housing development constructed by Habitat for Humanity in 2006 on surplus BART property exemplifies this support.
	1.3	Continue to allow secondary units in single-family neighborhoods.	The City continues to allow second units without any requirement for conditional use permit in all zoning districts. Approximately 100 new secondary units have been built within the planning period.
	1.4	Assure that standards for new housing construction adequately safeguard life and property.	The City continues to enforce the uniform codes adopted by the Daly City City Council.
	1.5	Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.	Noise mitigation was required for two projects approved within the 65dB CNEL noise contour for San Francisco International Airport.
Principle 2: Increase the supply of housing in a manner compatible with the character, density, and integrity of existing neighborhoods			
POLICIES	2.1	Establish zoning controls and density limits that maintain the prevailing character of existing neighborhoods.	Higher density and mixed-use buildings are under construction on Mission Street and Geneva Avenue (Land mark and El Rancho).
	2.2	Encourage higher density residential development in areas where such development will not have adverse effects.	The City has approved several projects that have densities exceeding 50 dwelling units per acre (see Table HE-3: Affordable Housing Construction Activity).
	2.3	Allow mixed residential/retail or office uses along the Mission Street corridor.	The City continues to allow mixed-use development along the Mission Street corridor and has approved several projects that incorporate retail at the ground level.

Table HE-4: Implementation of 2004 Housing Element Objectives and Policies (1999-2007) (continued)

Principle 3: Assure the quality of housing is continually maintained or upgraded		
POLICIES	3.1	Assure that existing housing is maintained in decent, safe, and sanitary conditions.
	3.2	Operate a residential rehabilitation program that meets the needs of the low and moderate income population.
	3.3	Establish an incentive program for voluntary housing rehabilitation.
	3.4	Assure the timely correction of code violations.
Principle 4: Provide housing affordable to all income groups		
POLICIES	4.1	Establish incentives for the inclusion of low income units in new residential developments.
	4.2	Use the financial resources available to the City to reduce the cost and increase the amount of affordable housing.
	4.3	Allow construction of a variety of cost reducing, innovative housing types.
	4.4	Streamline the permit process to expedite housing construction.
	4.5	Ensure that City amendments to and interpretations of construction-related codes and ordinances do not necessarily increase the cost of construction.

Table HE-4: Implementation of 2004 Housing Element Objectives and Policies (1999-2007)

(continued)

Principle 5: Ensure housing opportunities for all people			
P O L I C I E S	5.1	Prevent housing discrimination based on age, race, religion, sex or ethnic background.	The City continues to fund and support fair housing activities and organizations that help make homes more handicapped accessible, and provides CDBG funding to a community organization specializing in fair housing..
	5.2	Promote adaptability and accessibility of residential units for disabled occupants.	Recent changes to the building code have provided greater accessibility standards for disabled occupants.
	5.3	Encourage economic integration in housing.	The City has mandated economic integration in most new development through the adoption of an inclusionary zoning ordinance.
	5.4	Support a balanced distribution of quality residential care facilities.	The City has not denied any proposed residential care facilities within the planning period.
	5.5	Provide financial assistance to lower income households in emergency situations.	The Daly City Community Service Center continues to operate the Housing Assistance Program that grants eligible lower income families money to cover housing related emergencies. The Center also assists with temporary emergency shelter needs.
	5.6	Expand homeownership opportunities.	The City continues to implement a First Time Homebuyer Education Program. The City also provided financial assistance to onwership housing projects undertaken by Habitat for Humanity.
	5.7	Support the development of rental housing.	The City has approved all proposals for rental housing within the planning period, include a number of duplexes, a 36-unit senior affordable apartment complex (Hillcrest Gardens), and a 208-unit market rate apartment complex (Monarch Village).
Principle 6: Maintain and enhance the quality and diversity of Daly City's neighborhoods			
P O L I C I E S	6.1	Encourage the development of well-designed housing.	The City requires design review of most residential development project to assure compliance with pre-established design guidelines. New projects on Mission Street and in the Bayshore neighborhood are subject to the special design requirements in these areas.
	6.2	Assure housing is provided with adequate public improvements, service and amenities.	The City continues to implement its AB1600 fee program, which provies a single, equitable development fee on all construction projects to finance the appropriate infrastructure needed to support all future planned development.
	6.3	Minimize the disruption caused by institutions expanding into or adjacent to residential areas.	The City did not receive any requests for expansion by larger insitutional facilities within the planning period,

Table HE-4: Implementation of 2004 Housing Element Objectives and Policies (1999-2007)

(continued)

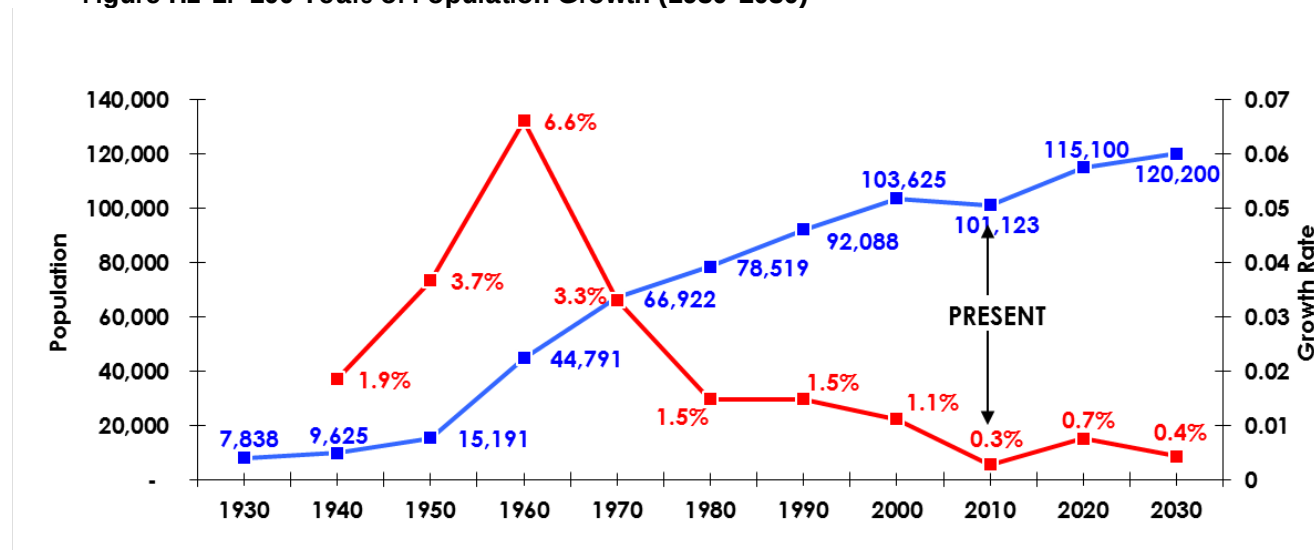
Principle 7: Reduce unnecessary or wasteful energy practices and encourage more energy efficient housing			
POLICIES	7.1	Educate the residents in conservation and heighten energy awareness	The City provides a variety of materials to educate residents about the need to conserve water and power, and continues to coordinate closely with allied agencies in this effort.
	7.2	Actively enforce the Title 24 Energy Efficiency Standards	The City continues to promote energy efficiency standards in housing construction.
Principle 8: Avoid or reduce the economic and social difficulties caused by displacement			
POLICIES	8.1	Encourage the relocation of sound housing units that are threatened by development activities or natural forces.	There have been no such relocations in the planning period.
	8.2	Protect apartment dwellers who are affected by a proposed condominium conversion.	No condominium conversions were proposed during the planning period.
	8.3	Provide relocation services where publicly financed actions cause displacement	No publicly financed actions caused displacement during the planning period.
	8.4	Preserve the 120 existing low-income housing units, which are at risk of being converted to market-rate housing.	The 120 existing low-income units have not converted to market rate housing.
	8.5	Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or maintained in violation of the Daly City Municipal Code.	There was no need for such relocation assistance during the planning period.

Population Characteristics

Population forecasts provided by the Association of Bay Area Governments (ABAG) provide population projections through the planning period ending in 2030 and have been developed using a number of factors including birth rates, in-migration, and job growth. Figure HE-1 below provides a population statistics and projections from 1930 to the end of the planning period in 2030.

From a historical perspective, population growth within Daly City has increased tremendously since 1930, most significantly in the decades immediately following World War II. Between 1950 and 1970, the City's population quadrupled to almost 67,000 people as the residential subdivisions of Westlake and Serramonte dotted Daly City's landscape west of newly-constructed Interstate 280. By 1990, the population had increased to over 90,000. In 2010, the United States Census reported the City's population to be 101,123.

Figure HE-1: 100 Years of Population Growth (1930-2030)



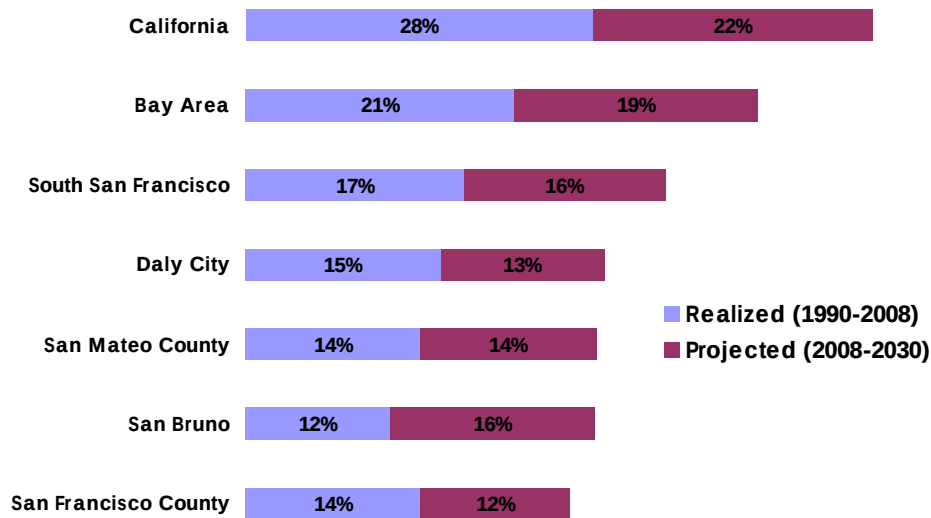
Source: U.S. Census (2000) for historical; Association of Bay Area Governments for projected

Note: Data does not reflect Daly City Sphere of Influence

Although population growth will continue, it will do so at a modest rate, reflecting the fact that the City is largely built out with many existing neighborhoods of single-family detached homes that are not expected to undergo redevelopment in the foreseeable future. According to ABAG growth estimates, Daly City can expect to add about 19,000 more residents between 2010 and 2030, or about 950 residents per year. This numerical estimate is likely accurate given the amount of population growth documented during the past twenty years (between 1990 and 2010), when about 14,400 people were added to Daly City's population.

Between 1990 and 2008, Daly City exhibited a population growth rate comparable to adjacent jurisdictions within San Mateo County, as well as the City and County of San Francisco (see Figure HE-2). Like Daly City, these communities are largely built-out and it is for this reason that their population growth rates are much less than those projected for the entire state. Population growth projections provided by ABAG also identify a slightly higher growth rate for the Bay Area region, where population is projected to increase by almost 20 percent through the end of the planning period. The projected population growth rate for Daly City during this same time period is estimated to be about 13 percent, which is very comparable to growth rates projected for San Mateo and San Francisco Counties, as well as the jurisdictions immediately adjacent to Daly City.

Figure HE-2: Comparable Growth Rates (1990 to 2030)



Sources: U.S. Census; California Department of Finance; ABAG

Notes: For ease of comparison, population figures used to generate growth rates for San Mateo County cities due not include population within Sphere of Influence boundaries

Household Growth Trends

To provide a meaningful statistic for analysis within the Housing Element, the population figures discussed in the preceding section must be translated to household growth figures. The household growth and formation rate is critical to understanding how many housing units will be needed to provide for Daly City's future population.

Much of the data reported within this Element is from the United States Census Bureau (U.S. Census). According to the Census Bureau, a household comprises either one person living alone or a group of people, who may or may not be related, living (or staying temporarily) at the same address, with common housekeeping, who either share at least one meal a day or share common living accommodation (i.e., a living room or sitting room). Members of a household are not necessarily related by blood or marriage. An important distinction between households and families (which are also discussed in this element) is that a family is defined as either a married or cohabiting couple who live with their never-married children who have no children of their own, or lone parents with similar such children.

According to the ABAG Household Growth projections identified in Table HE-5, Daly City can expect to add about 4,230 households between 2010 and 2030, mirroring the 13 percent population growth rate for this period identified in the preceding section. This projected number of households equates roughly to just over 200 new households per year.

Table HE-5: Household Growth in Daly City and Region (1990 to 2030)

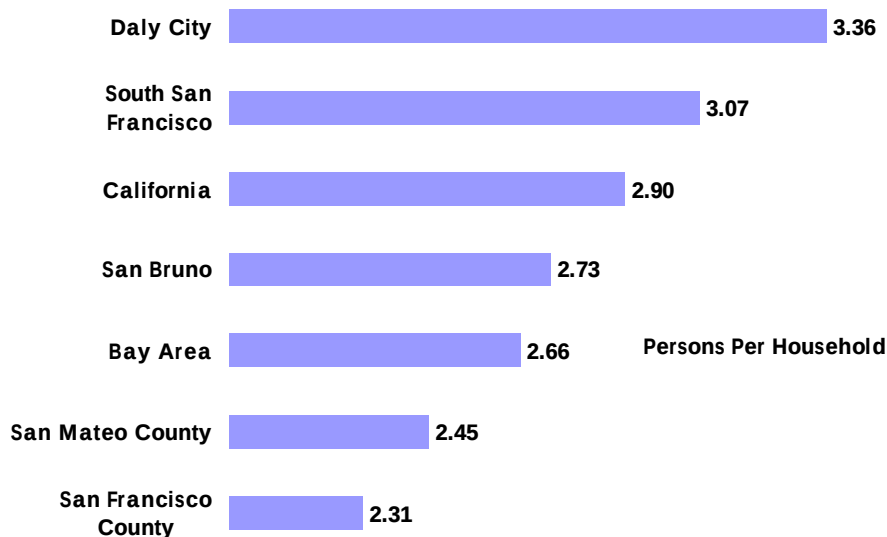
Place	1990	2000	Projected Households			2010-2030 Estimated Growth	
			2010	2020	2030	Number	Rate
Daly City	28,923	30,777	31,810	34,120	36,040	4,230	13%
San Mateo County	241,914	254,104	267,230	287,470	304,660	37,430	14%
Bay Area	2,245,865	2,466,020	2,696,580	2,941,760	3,177,440	480,860	18%

Sources: U.S. Census; ABAG *Projections 2000* and *Projections 2007*

Household Size

Daly City's average household size today is about 3.4 persons per household. This household size is considerably larger than that of San Mateo County, the Bay Area region, and all adjacent jurisdictions. Among jurisdictions within San Mateo County, only East Palo Alto has a larger household size (4.3 persons per household). Among the 116 incorporated cities in the Bay Area region, only five jurisdictions have larger household sizes. Like Daly City, four of the five jurisdictions with large household sizes have foreign-born populations exceeding 40 percent of the total population.

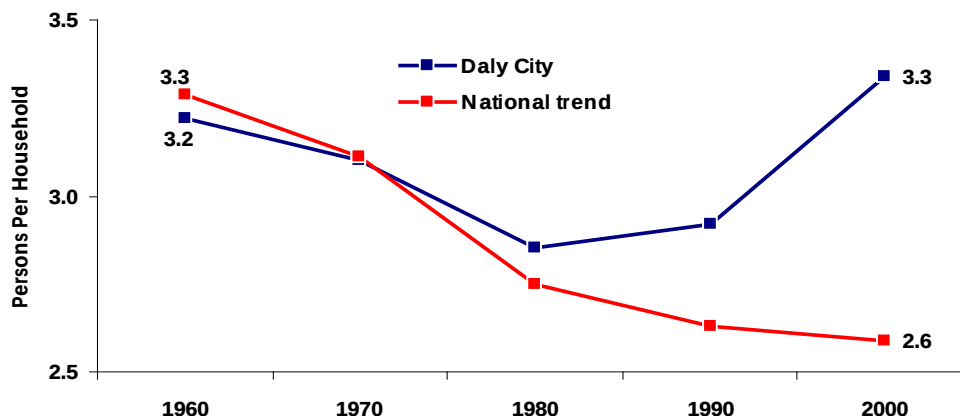
Figure HE-3: Comparable Household Size (2008)



Source: California Department of Finance

As identified in Figure HE-4, the average household size in Daly City increased significantly from 2.9 persons per household in 1990 to 3.3 persons per household in 2000. While a change of less than one-half a percent may seem small, the household size statistic in Daly City is a departure from decreasing household size trend that has continued nationally since 1980 with the slowing of baby-boomer household formation, and societal and attitudinal shifts toward smaller households.

Figure HE-4: Average Household Size – Daly City vs. National Trend (1960 - 2000)



Source: U.S. Census

The shift toward larger than national average households in Daly City since 1990 is noticeable in several ways which will be discussed throughout this document. Chief among these is the disproportionate population-to-housing growth ratio present in Daly City and the associated overcrowding caused by a general lack of housing necessary to meet the demands of a growing population. Both topics will be further explored further in the Housing Characteristics section.

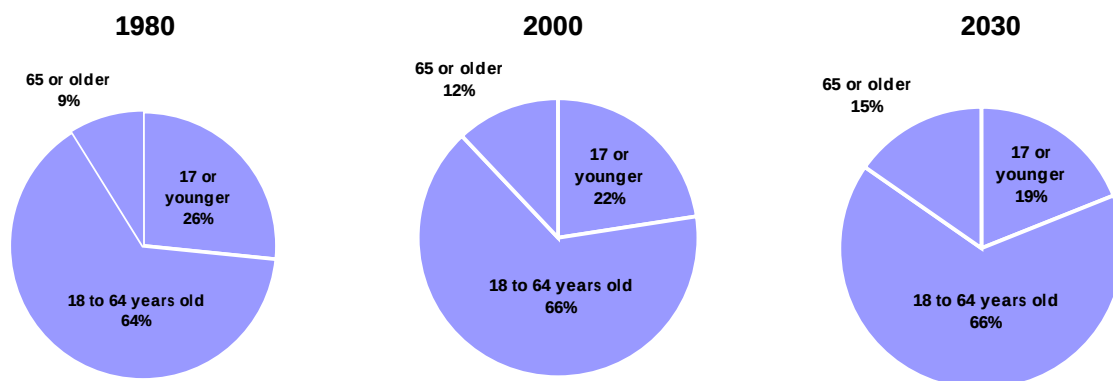
Age Composition

The age of Daly City residents remained more or less the same between 1980 and 2000. The bulk of population within the City continues to be persons aged between 18 and 64, and the proportion of this age group relative to the entire population is expected remain constant at about two-thirds of the population through 2030 (see Figure HE-5).

Changes in the two remaining age categories, persons less than 18 and persons over 64, could however be significant through the end of the 2030 planning period. The result of an aging baby-boomer population, a demographic shift has occurred since 1980 away from younger persons and toward older persons. Assuming this shift continues, the proportion of the population aged 17 or younger will decrease to 19 percent in 2030, with a corresponding increase in the proportion of the persons aged 65 and over, who would comprise 15 percent of the population by that time.

This demographic shift would add 6,300 seniors to Daly City's senior population. This figure could be an important one because, unlike the declining population growth among younger people who typically live with their parents, an increase in the older population will create additional housing demand and the need for housing targeted specifically to a senior population.

Figure HE-5: Age of Daly City Residents (1980 to 2030)



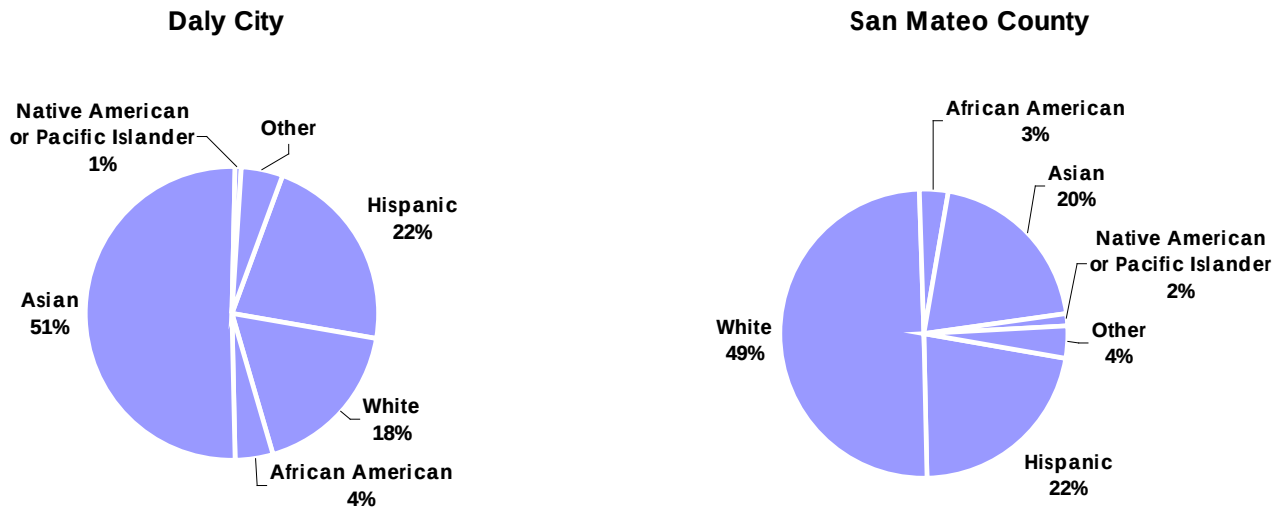
Source: U.S. Census; Daly City ECD

Ethnic and Racial Characteristics

As the most populated city in San Mateo County, Daly City is also one of the most ethnically and racially diverse. Ethnic and racial data from the 2000 Census is presented in Figure HE-6. This information is not directly comparable with information from the 1990 Census because of changes in the way racial information is collected. The 2000 Census, for the first time in census history, allowed persons to indicate more than one race. Almost four percent of the City's population identified themselves as multi-racial, which is identified as "other" in Figure HE-6.

Based on these Census figures, Daly City appears to be about 51 percent Asian and about 18 percent White; in contrast, the County is about 50 percent White and only 20 percent Asian. Filipinos make up the dominant racial category in the City, comprising almost 32 percent of the population. In the 1990 Census, they were 27 percent of the City's population. Hispanics comprise about 22 percent of the population, and African Americans make up less than five percent of the population for both the City and County.

Figure HE-6: Racial Composition of Daly City and San Mateo County Residents (2000)



Source: U.S. Census

Employment Trends

Employment growth within Daly City and adjacent jurisdictions has been historically affected by a number of factors, including natural population growth, in-migration, and regional job growth within the Bay Area. As discussed in the subsequent section, the jobs/housing ratio in Daly City is dissimilar to many other similarly-sized jurisdictions in the Bay Area, many of which provide more jobs than housing units.

Table HE-6 below shows employment growth in Daly City in the context of Daly City's jobshed and the County, as projected by ABAG. For this analysis, the Daly City "jobshed" is the area roughly within a 30 minute travel distance within which persons will seek employment. It is comprised of all inland jurisdictions on the San Francisco Peninsula north of Highway 92, including the cities of San Mateo, Foster City, and San Francisco. An analysis of the jobshed is important due to the fact that the provision of jobs to Daly City residents -- and the demand for housing which results -- is caused largely by market forces outside Daly City's jurisdictional boundaries.

Table HE-6: Employment Growth within Daly City and Region (2000-2030)

Place	2000	Projected 2010		Projected 2020		Projected 2030	
Daly City	16,450	19,330	18%	23,510	22%	27,920	19%
Daly City jobshed	897,720	841,070	-6%	973,810	16%	1,139,290	17%
San Mateo County	386,590	363,060	-6%	423,100	17%	487,420	15%
Daly City as % of Jobshed	1.8%	2.3%		2.4%		1.8%	
Daly City as % of County	4.3%	5.3%		5.6%		5.7%	

Source: ABAG Projections 2007

As of 2000, about 16,500 jobs existed within Daly City, a number expected to increase to almost 28,000 jobs by 2030, an increase of 60 percent. If these ABAG employment projections prove accurate, job growth in Daly City will outpace the rate of growth for both the Daly City jobshed and the County as a

whole between 2010 and 2030, which are projected to realize 25 percent increases within the same period.

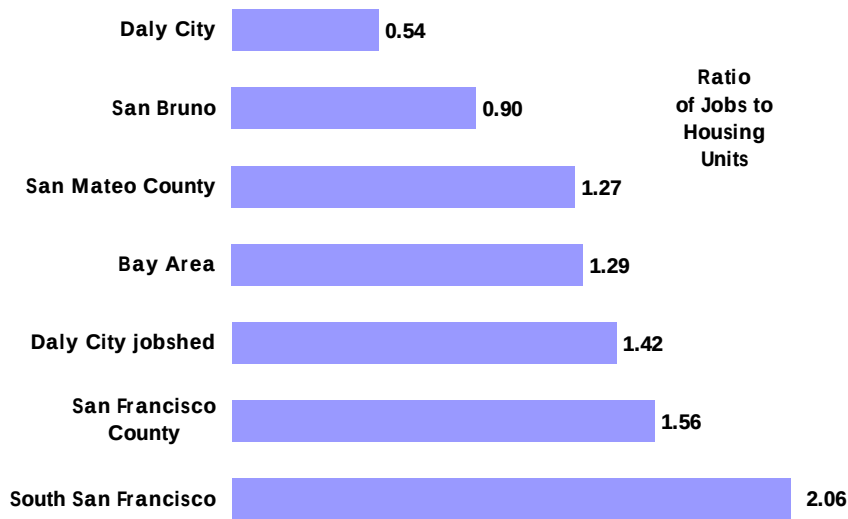
Based on the 2000 Census, the estimated number of employed persons within Daly City is 53,850 (mid-2008 estimate). Approximately 51 percent of Daly City’s employed labor force works in San Francisco, about 17 percent works in either Daly City or South San Francisco and the remainder work in other Bay Area communities.

Jobs/Housing Balance

The concept of the jobs/housing balance stems from the ideal that a balanced community is one in which residents can both live and work. Implicit in the concept is a broad mix of housing types to accommodate households (workers) of a range of income categories. The jobs/housing balance refers to the distribution of workers within a given geographic area, like Daly City. An ideal jobs/housing balance, where there is adequate housing to accommodate employed residents, is approximately 1.0 to 1.5 (one to one and half jobs for each dwelling unit). In theory, this ideal balance is achieved when the available housing choices complement the earning potential of available jobs within the geographic area.

Since the early 1990s, the Bay Area has suffered from a housing shortage caused largely by the inability of housing construction to keep pace with the amount of job creation in the region. This economic growth has caused a significant imbalance in the ratio of jobs to housing units, especially in places like the San Francisco Peninsula, where the rate of job growth far exceeds that of residential construction. Combined with a number of other factors such as natural population increase and higher wages, the jobs/housing imbalance has resulted in spiraling housing costs for both renters and homeowners. Communities like Daly City, which are largely residential and within easy commuting distance to major jobs centers in San Francisco and the Silicon Valley, are heavily impacted by this imbalance.

Figure HE-7: Jobs/Housing Balance for Daly City and Select Jurisdictions (2005)



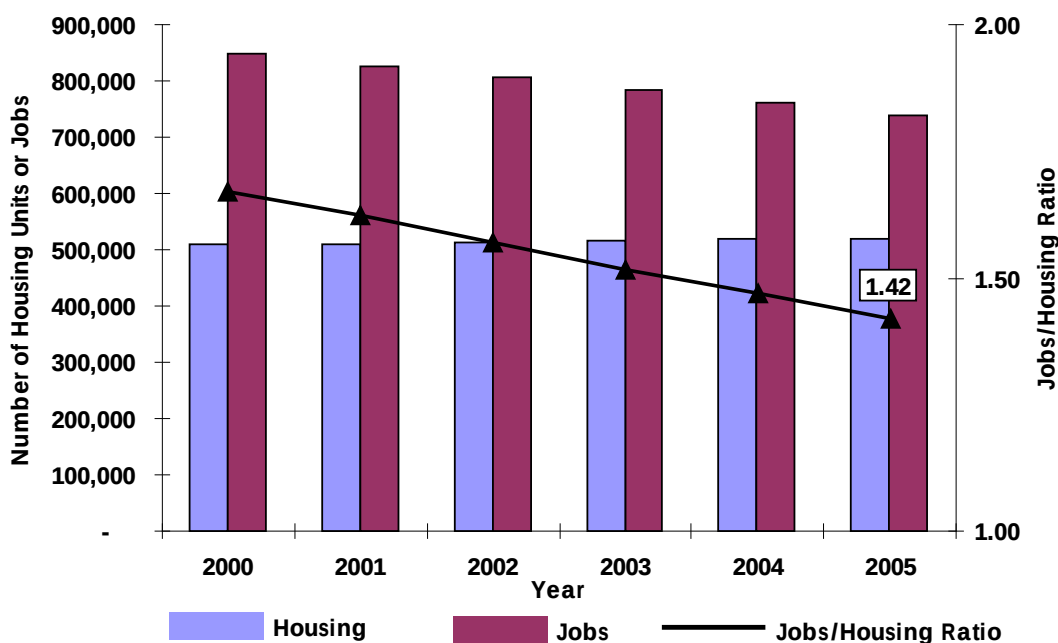
Source: California Department of Finance; Association of Bay Area Governments

In 2005, jobs/housing ratio exceeded 1.0 in a number of Bay Area counties and larger communities surrounding Daly City (see Figure HE-7). San Francisco, South San Francisco, and San Mateo County all had jobs/housing ratios exceeding 1.25, meaning that at any given time, there were 25 percent more jobs available than housing units. This figure is generally true of the Bay Area region as a whole, as well. The immediately adjacent community of South San Francisco has one of the highest jobs/housing ratio in the state, exceeding two jobs per housing unit.

At the opposite end of the jobs/housing spectrum from South San Francisco is Daly City, where the ratio was 0.54 in 2005, meaning that there were twice as many housing units as there were jobs available to residents. While this may have the outward appearance of an abundance of housing within Daly City, Daly City's geographic location on the San Francisco Peninsula allows the city to serve as a bedroom community to the surrounding region, which has an abundance of jobs compared to housing opportunities.

Although the jobs/housing ratio remains high in the Bay Area region high, the imbalance between jobs and housing units has decreased slightly since 2000, when the dot-com bust shed as many as 400,000 jobs from Bay Area job rolls. Figure HE-8 shows the historical jobs/house ratio since 2000 for the Daly City jobshed (see jobshed explanation in Employment section). It is noteworthy that the reduction to the jobs/housing ratio appears to have had no effect on the median home price in Daly City, which increased 70 percent for single family detached homes and 50 percent for condominiums between 2000 and 2005. This observation could support the notion that, in the Daly City jobshed and Bay Area region, strong demand for ownership housing remains high despite a declining job market and is caused by factors external to this market, including increasing household formation, international immigration, and financial considerations, such as low interest rates and market speculation.

Figure HE-8: Jobs/Housing Imbalance for Daly City Jobshed (2000-2005)



Source: California Department of Finance; Association of Bay Area Governments

Household Income

Table HE-7 on the subsequent page identifies the approximate number of households in each of nine income categories reported by the Census in 2000. As shown in the table, households earning less than \$150,000 constituted over 90 percent of the income ranges. The household median income at the time was \$62,310, which was slightly less than that of the County.

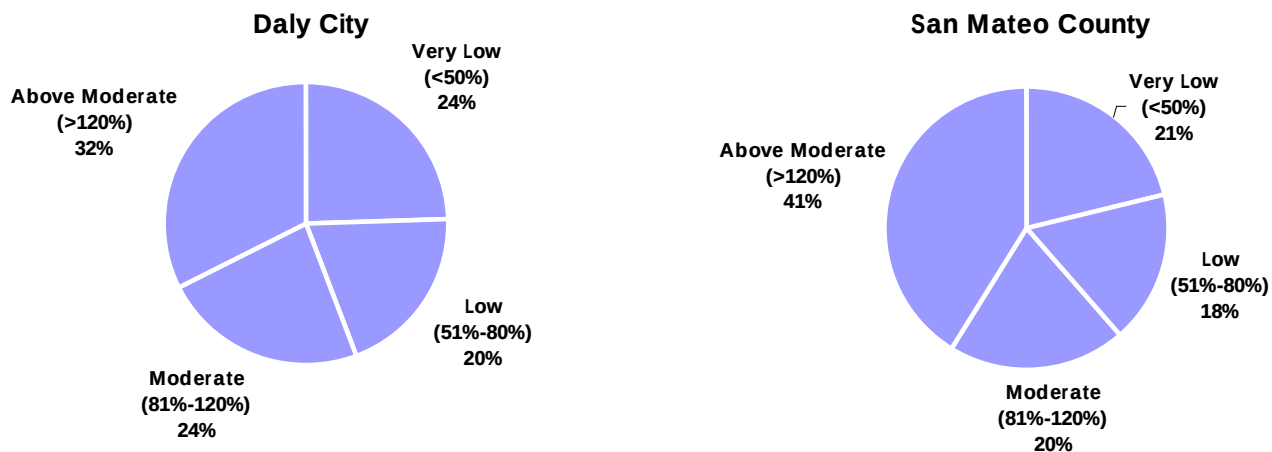
Table HE-7: Daly City Households by Income Group

Income Level	Households	%
\$0 to \$14,999	2,718	9%
\$15,000 to \$29,999	3,515	11%
\$30,000 to \$44,999	4,021	13%
\$45,000 to \$59,999	4,303	14%
\$60,000 to \$74,999	4,214	14%
\$75,000 to \$99,999	5,144	17%
\$100,000 to \$149,999	4,731	15%
\$150,000 to \$199,999	1,309	4%
\$200,000 or more	839	3%
Total households	30,794	
1999 Household median income (DC)		\$62,310
1999 Household median income (County)		\$70,819

Source: U.S. Census

Figure HE-9 below identifies the number of households by income group for both Daly City and San Mateo County. The data, which was developed for Daly City's 2004 Housing Element, was calculated utilizing ABAG's definition of income groups and applying it to the household income data provided by 2000 Census. San Mateo County's median household income, which is higher than the City's median household income, was used as a basis for the four income groups. The resulting figures estimate that 24.4 percent of households in Daly City are very low-income, compared to 21.1 percent of households for the County. Alternatively, 41.2 percent of households in the County are above moderate, compared to 32.4 percent of households in the City.

Figure HE-9: Existing Households by Income Group (2000)



Source: U.S. Census

Note: Figures are close estimates using percentages of the 1999 San Mateo County median household income.

Table HE-8 indicates that seven percent of Daly City's population is below the poverty level. The County level is approximately the same at six percent. For both geographic areas, persons between the ages of 18 and 64 make up about two-thirds of the population below the poverty level, and seniors comprise close to ten percent. Children under 18 years of age are about 25 percent of the population below poverty level in both Daly City and San Mateo County.

Table HE-8: Persons Below the Poverty Level (2000)

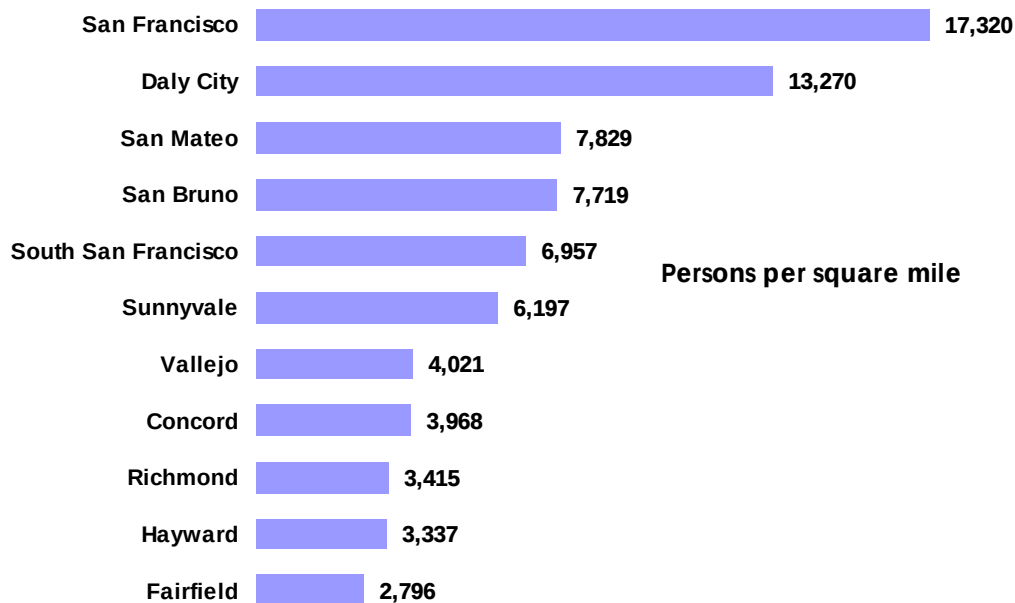
Age Group	Daly City		San Mateo County	
	Persons	Percent of Population	Persons	Percent of Population
0 to 17	1,813	8%	10,285	6%
18 to 64	4,817	6%	26,059	5%
Over 65	635	1%	4,348	1%
	7,265	7%	40,692	6%

Source: U.S. Census

Density

While Daly City's population has increased significantly over the past few decades, the area that encompasses Daly City has not. A direct result of this is that Daly City is second only to San Francisco as the densest city in the Bay Area. The following table illustrates Daly City's density when compared to adjacent cities and cities of the same size in the Bay Area.

Figure HE-10: Daly City Population Density Compared (2008)

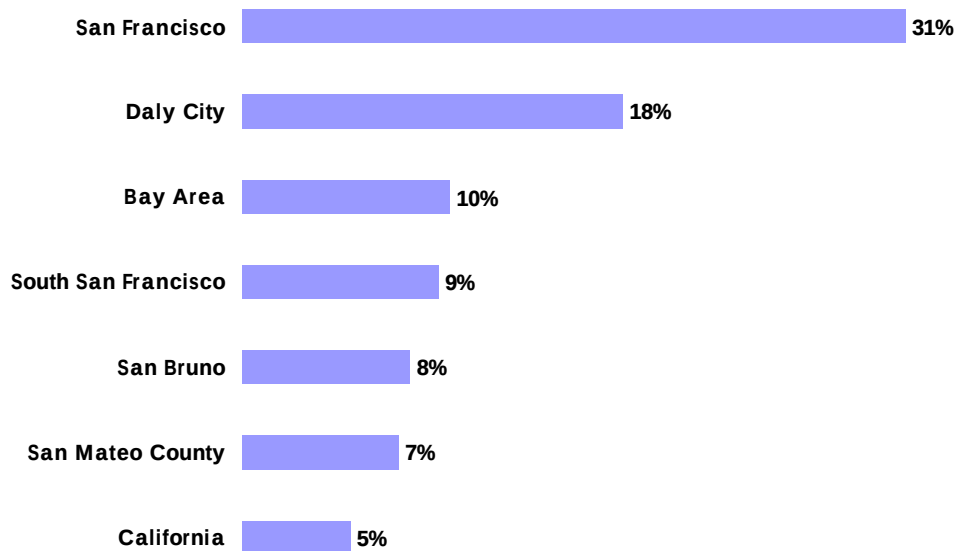


Sources: State Department of Finance (population); Wikipedia (city size)

Public Transit Use

As identified in Figure HE-11, residents of Daly City are significantly more inclined to use public transportation for getting to work than their counterparts in other cities and in the entirety of San Mateo County. When compared to the residents of the entire State of California, Daly City residents are almost four times as likely to use public transit as a method of travel to and from work. The reasons for this are very likely Daly City's relatively easy access to Sam Trans and Muni bus services, and close proximity to two BART stations, both of which provide public parking.

Figure HE-11: Daly City Workers Aged 16+ Using Public Transit



Source: U.S. Census

The propensity of Daly City's residents to use public transit is an important factor in the evaluation of the City's parking policies as those policies relate to affordable housing construction and City's promotion of transit-oriented development along Mission Street and Geneva Avenue, and within close proximity to public transportation hubs.

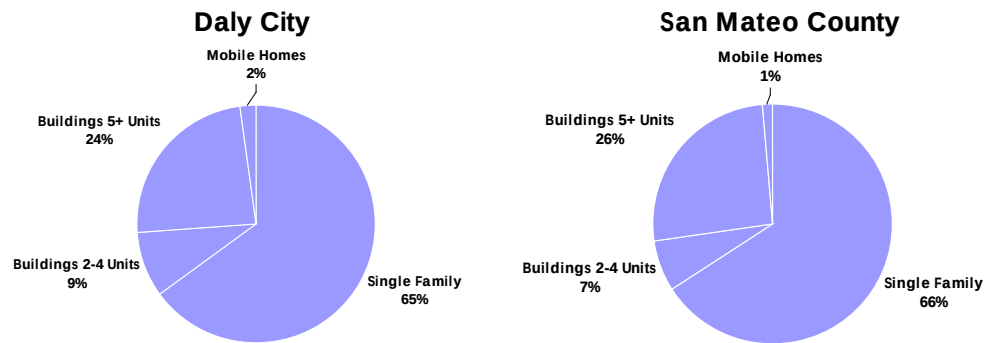
Housing Characteristics

This section provides an evaluation of both the current composition and condition of housing in Daly City, including the extent to which housing construction is fulfilling the needs of new residents. Housing affordability is also addressed in this section. Because the economy of Daly City is deeply integrated into the economies of adjacent communities, much of the analysis of Daly City's housing conditions are best evaluated in the context of these communities, the County, and the greater Bay Area.

Housing Types and Tenures

Single-family residences continue to be the predominant type of housing in Daly City, making up about 65 percent of all housing units. Buildings with between two and four units (including duplexes) comprise nine percent of the housing stock. Buildings with at least five units comprise 24 percent of the housing stock and mobile homes make up two percent. As shown in Figure HE-12, this composition of the housing stock closely mirrors that of the entire county.

Figure HE-12: Housing Types: Daly City and San Mateo County (2008)



Source: State Department of Finance

As identified in Table HE-9, most owner-occupied housing units are single-family homes. Between 1990 and 2000, the total number of single and multiple-family units for owners and renters increased reflecting a slight trend towards homeownership. Most of the single and multiple-family units for renters increased as well, except for one unit single family attached units and five or more unit buildings. There was a decrease in mobile homes for both owners and renters. Mobile homes will continue to represent a very small portion of housing in Daly City. The Franciscan Mobile Home Park is the only mobile home park in Daly City and provides housing that is fairly affordable relative to the other types of housing units in the City. Also, there was a reduction from 1990 to 2000 for “other” types of housing units (e.g. RV, van, boat) in regards to both owners and renters.

Table HE-9: Housing Types: Daly City and San Mateo County (2008)

	Owner Occupied		Renter Occupied		2000 Totals
	1990	2000	1990	2000	
Single Family	14,803	16,296	3,679	3,779	20,075
Duplexes	98	187	531	726	913
Multiple Family	1,174	1,484	7,772	7,706	9,190
Mobile Home	537	507	67	31	538
Other	235	11	137	0	11
Totals	16,877	18,485	12,186	12,242	29,063
% of Totals		60%		40%	100%

Source: HUD Consolidated Plan 2003/04-2007/08, 1990 and 2000 Census

In addition to owner and renter occupied housing, some Daly City residents live in group quarters. The Census defines group quarters as living arrangements such as nursing homes or rooming houses, which are not households. According to the 2000 Census, 790 persons lived in group quarters, and 70.6 percent of these were over 65 years of age. Of the persons living in group quarters, 532 were institutionalized and 258 were non-institutionalized.

Housing Construction

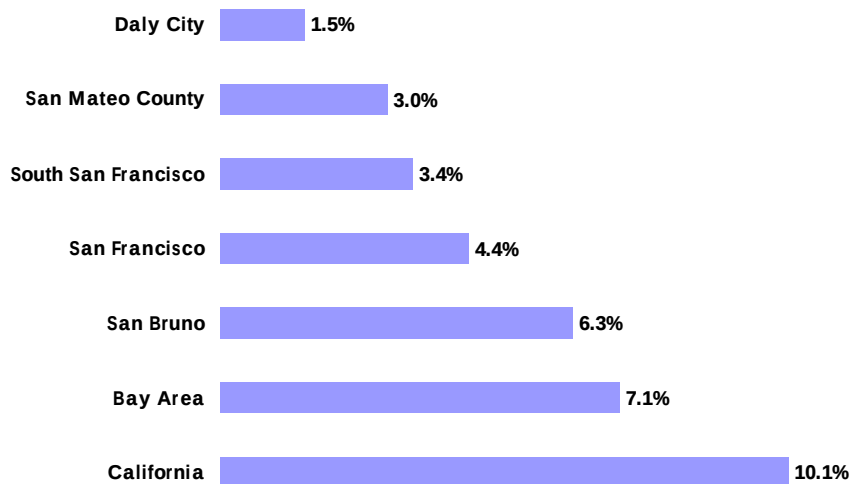
Estimates for the number of housing units in Daly City are presented in Table HE-10 and reflect data for completed housing units reported to the State by the Daly City Building Division. As identified in the table, the residential growth rate in Daly City has decreased significantly since the 1980s and 1990s, when 10-year growth rates were 8.5 and seven percent, respectively. Since 2000, approximately 300 units have been constructed in the City, representing a 1.5 percent growth rate.

Table HE-10: Housing Units and Vacancy Rate (1980-2008)

	1980	1990	2000	2008	Growth Rates		
					1980s	1990s	2000s
Single Family	17,533	19,027	20,355	20,653	8.5%	7.0%	1.5%
Multiple Family	9,817	10,433	10,402	10,455	6.3%	-0.3%	0.5%
Mobile Homes	461	612	556	670	32.8%	-9.2%	20.5%
Total Housing Units	27,811	30,072	31,313	31,778	8.1%	4.1%	1.5%

Source: U.S. Census; State Department of Finance

By comparison, the residential growth rate in Daly City is half that of San Mateo County as a whole, significantly smaller than most adjacent jurisdictions, and much smaller than the Bay Area region and state. There are a number of potential reasons for this, which will be explored in the Constraints to Housing Production section of this Housing Element. Chief among these is the relatively limited supply of developable land within Daly City given the lack of parcels that are large enough for substantial development projects.

Figure HE-13: Comparative Housing Construction Rates (2000-2008)

Source: State Department of Finance

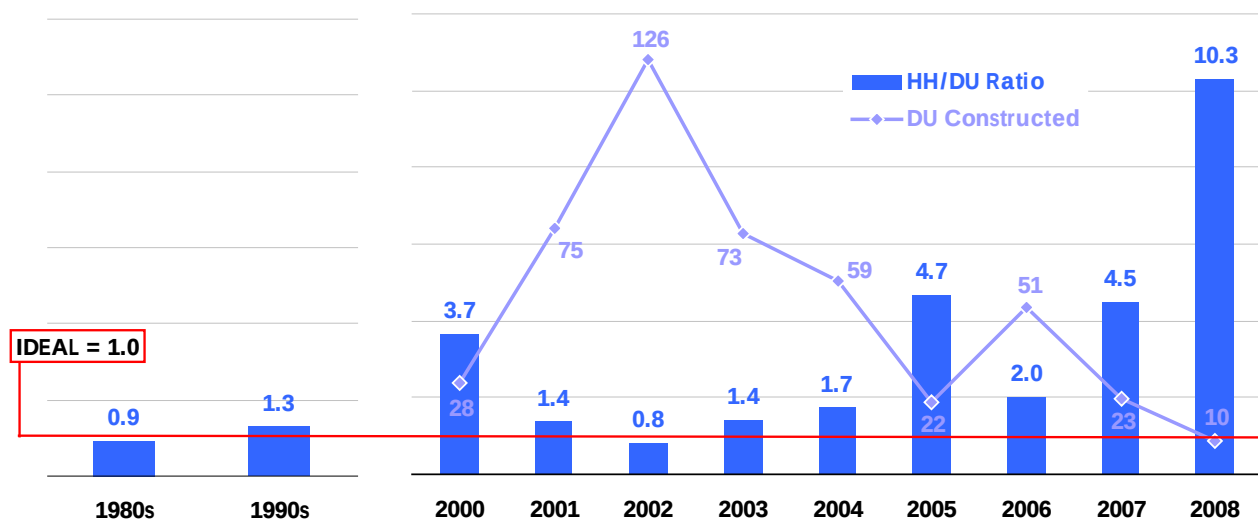
Households to Housing Unit Growth Ratio

As identified in the previous section, the rate of new housing construction in Daly City has been in decline since the 1980s, when the annual average housing units constructed was about 225 units per year. In the 1990s, the annual average decreased to about 125 units per year. Between 2000 and 2008, this annual average decreased sharply to about 52 units per year (467 units constructed in nine years). These figures include second unit construction.

Despite declining housing construction numbers, both population and household growth continue to increase at a disproportional rate to the housing construction rate. Between 2000 and 2008 the number of housing units increased by approximately 1.5 percent while the number of households in Daly City increased by about 2.7 percent. These comparative growth rates show that significant numbers of new households are finding housing accommodation within the existing housing stock, i.e., multiple households sharing a single dwelling unit.

Figure HE-14 provides a comparative statistic illustrating the extent to which new housing construction has accommodated new household growth since the 1980s. The year-by-year analysis provided in the graphic shows how housing construction has not kept pace with the annual average influx and formation of new households within the city (on average, 103 new households per year). In 2007, for example, only 23 new housing units were constructed. Assuming 103 new households were added to the City population during this year, this number exceeded the number of new dwelling units by a factor of 4.5. This factor is identified as the Household to Dwelling Unit ratio (HH/DU ratio). Ideally, the HH/DU ratio is 1.0, meaning that one new dwelling unit has been constructed for each new household.

Figure HE-14: Household to Dwelling Unit Growth Ratio (1980-2008)



Source: State Department of Finance; Daly City Housing Element (1987); Bay Area Census

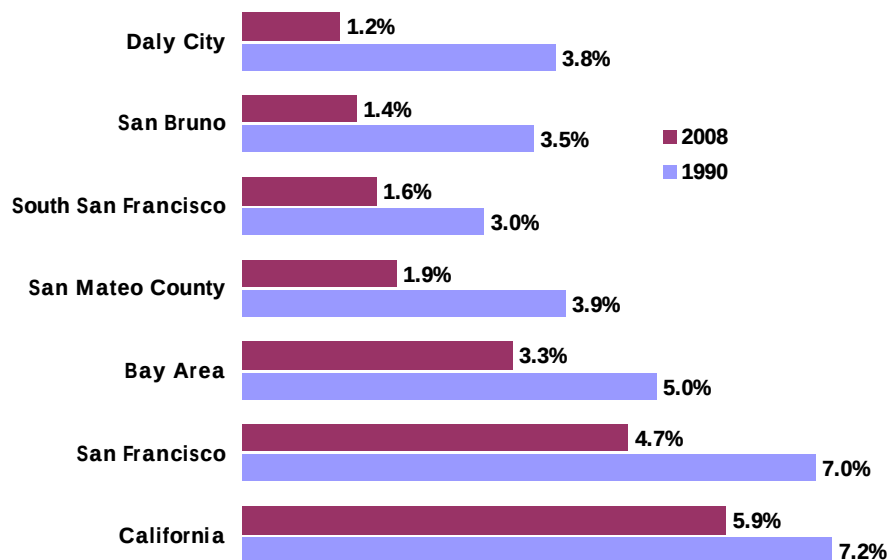
As identified in the graphic, the HH/DU ratio has exceeded 1.0 for every year since 2000, except for 2002 when 126 housing unit were constructed. While the completion of two large projects presently under construction (Landmark Daly City and The Geneva – 167 units total) will provide additional housing opportunities as the close of the decade nears, these projects will not significantly impact the overall lack of housing construction that occurred during the earlier part of the decade.

In general, these findings support notions that have been suggested anecdotally that Daly City's existing neighborhoods are becoming more crowded as new residents seek unconventional housing solutions to accommodate their families (e.g., renting rooms within existing single-family homes). According to the Community Priorities Survey completed as part of the Envision Day City (General Plan Update) process, resident respondents identified "It's More Crowded" as their first choice as a long-term trend that is changing Daly City for their worse. Similarly, respondents identified "More Affordable Housing Opportunities" as a top priority for the community.

Vacancy Rate

Vacancy rates serve as good indicators of existing housing need because they identify the extent to which housing choice is available within the marketplace. Generally, a higher vacancy rate is optimal from the perspective of the would-be renter or home purchaser. As a direct result of more units being vacant, housing supply and therefore housing choices are more plentiful. Consequently, housing prices remain at reasonable levels because the number of households demanding housing is within better proportion to the supply of housing in the marketplace. The optimal vacancy rate for rental housing is five percent and two percent for ownership housing.

Figure HE-15: Comparative Vacancy Rates (1990-2008)



Source: State Department of Finance; U.S. Census (1990 and 2000 data)

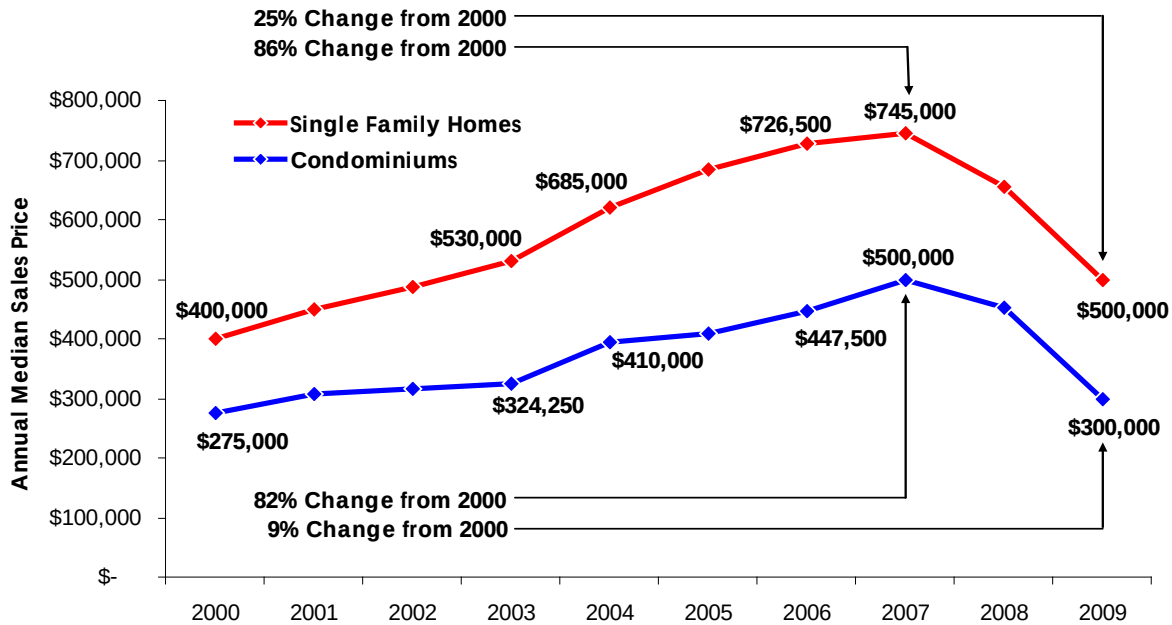
Figure HE-15 identifies the historical vacancy rate of all housing units in Daly City, surrounding communities, the Bay Area region, and state between 1990 and 2008. Currently, Daly City has the lowest vacancy rate of any of these jurisdictions with only a 1.2 percent of units vacant. This rate reflects a considerable decrease since 1990 when the vacancy rate stood at 3.8 percent. The decrease in Daly City's vacancy represents the single largest decline in a vacancy rate from among the jurisdictions identified.

The vacancy rate among Daly City's neighbors in San Mateo County and including the county is generally the same, where none of the vacancy rates exceed two percent and all rates have experienced significant vacancy declines since 1990. According to State Department of Finance figures, Daly City had the sixth lowest vacancy rate in the entire State of California in 2008. Five communities in San Mateo County were among the lowest ten vacancy rates in the state.

For-Sale Housing Cost and Affordability

Like many communities throughout California, Daly City experienced a significant escalation in for-sale housing prices between 2000 and 2007, and is now experiencing a significant price correction as the impact of the home foreclosures and inability for would-be buyers to obtain financing continues to send the median sales price for both single-family homes and condominiums downward.

Figure HE-16: Median Sales Price for Single-family homes and Condos (2000-2009)



Source: Multiple Listing Service

Note: 2009 sales prices reflect the median sales price in January 2009 only

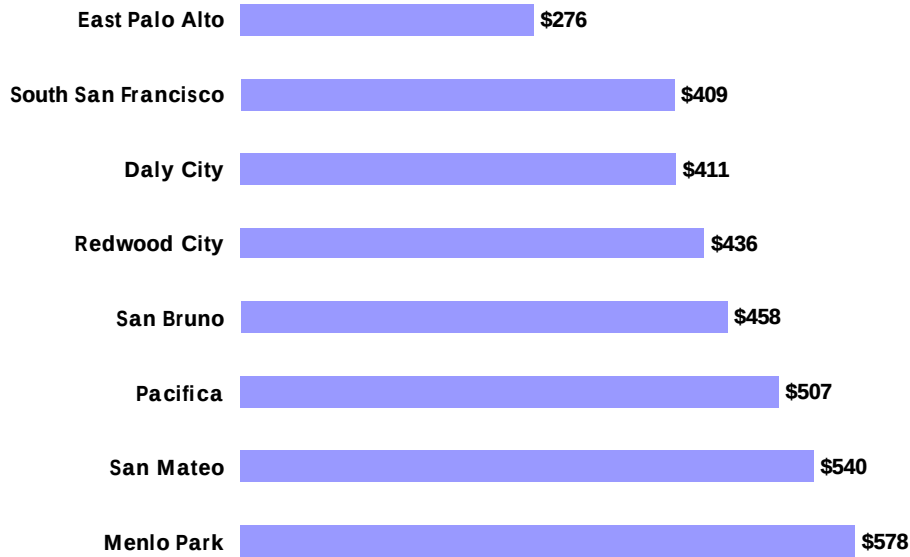
According to data compiled by the Multiple Listing Services (MLS), the median sales price for both resale and new single-family homes in the first quarter of 2009 was \$500,000, down about one-third from the \$745,000 median price peak reported by MLS in 2007. The downturn in the condominium market has been even greater, with the median sales price down about 40 percent from the 2007 price peak when median sales price for a condominium was \$500,000. Notwithstanding the recent market downturn, the median sales price for single-family homes remains 25 percent higher than the 2000 price level at \$500,000, while the condominium median sales price is up nine percent from this time.

The recent fluctuations in Daly City's for-sale housing prices can be largely attributed to the deflation of the housing market bubble in the Bay Area region during which rapid increases in the home values since 2000 reached unsustainable levels relative to household incomes, price-to-rent ratios, and other economic indicators of affordability. While the causes of the Bay Area housing bubble are complex, factors believed to have contributed to it include historically low interest rates, lax lending standards, and a market speculation.

Within the context of the Housing Element, it is important to recognize how these factors have had a unique effect on Daly City, which has a large minority and foreign-born population. According to area realtors and county housing counselors, most Daly City homeowners facing foreclosures were immigrant buyers who have never owned a home before. As of March 2008, almost all Daly City homeowners facing foreclosure were minorities — mostly Hispanic and Filipino (San Francisco Examiner, Daly City Foreclosure Rate Highest in County, March 31, 2008). Many of these buyers likely purchased homes in Daly City because of its proximity to major job centers on the San Francisco Peninsula and Daly City's relative affordability.

By comparison, Daly City is among the more affordable communities in San Mateo County. Figure HE-17 identifies the sales price per square foot for homes sold in Daly City from July through October 2008.

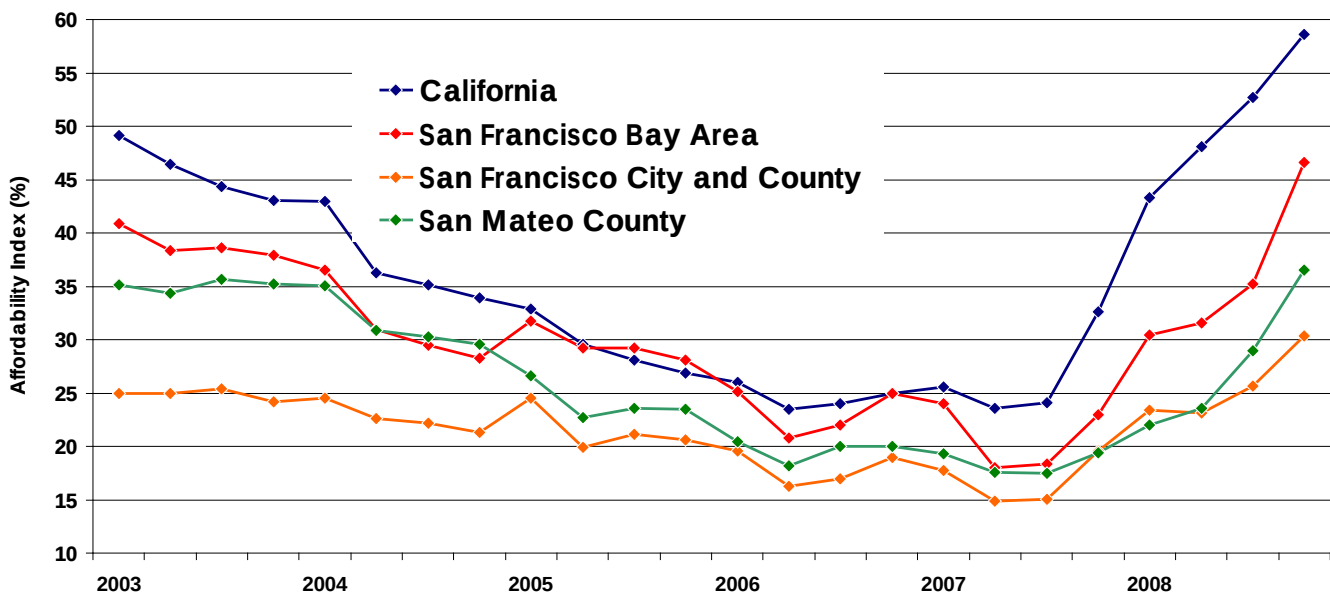
Figure HE-17: Comparative Median Price Per Square Foot (July – Oct 2008)



Source: MDA Dataquick; SFGate

The California Association of Realtors (CAR) provides a monthly housing affordability index that measures the percentage of first time homebuyers that can afford to purchase an entry level home in California and within various counties and regions throughout California. According to indices reported by CAR between 2003 and the end of 2008, the affordability index decreased discernibly between the beginning of 2003 and mid-2007 when the index for both San Mateo County and the Bay Area as a whole settled beneath the 20 percent mark. Since this time however, the affordability index has increased considerably within California to almost 60 percent, although affordability levels within San Mateo and San Francisco counties remain beneath 40 percent.

Figure HE-18: First Time Homebuyer Housing Affordability Index for SM/SF Counties, the Bay Area, and California (2000-2009)



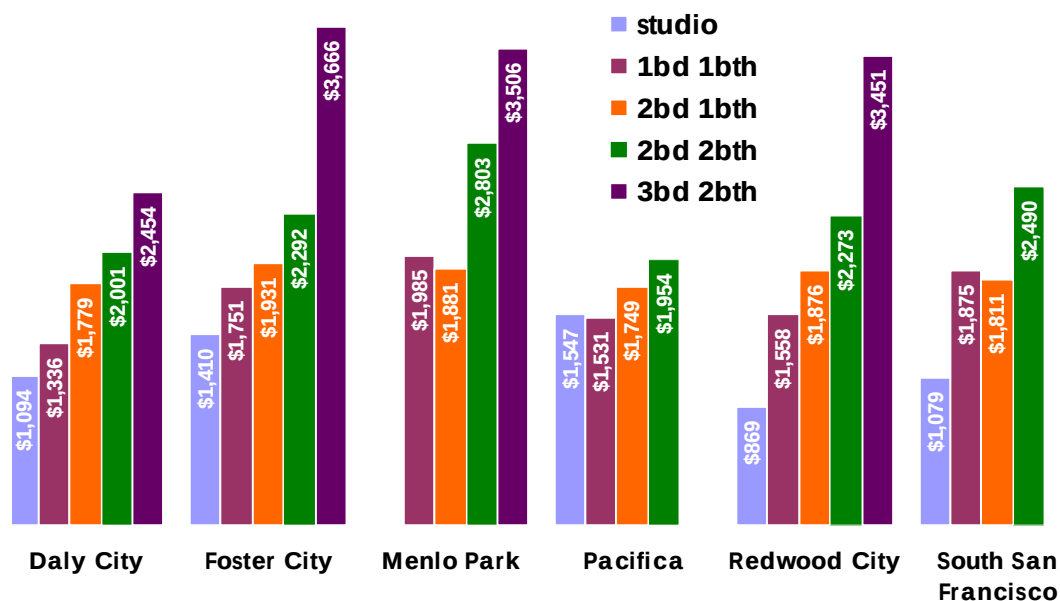
Source: California Association of Realtors

Rental Housing Cost and Affordability

Not only have prospective homeowners suffered from the housing affordability crisis in the region, renters have also faced high housing costs. Figure HE-19 identifies the average rent paid during the second quarter of 2008 in Daly City and selected communities within San Mateo County for which data is available. According to this data, average rents in Daly City range from just under \$1,100 for a studio apartment to about \$2,450 for a three bedroom apartment unit. This data does not reflect rentals of existing single-family homes and condominiums.

Rents in Daly City are generally as affordable, or more affordable, than the rents of adjacent communities identified (Pacifica and Redwood City). At the three-bedroom price point, Daly City rents are significantly lower than those of the other communities that have three-bedroom apartments, for which monthly rents are upwards of \$3,500. According to figures provided by the U.S. Census (2000), about 20 percent of all rental units within Daly City are studios, 37 percent are one-bedroom units, 24 percent are two-bedroom units, and 19 percent are three-bedroom units.

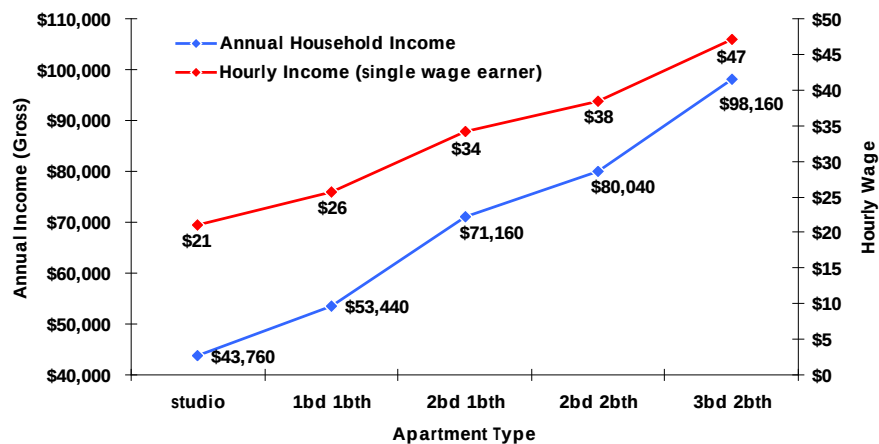
Figure HE-19: Comparative Average Rent for Apartment Buildings (Q2 2008)



Source: RealFacts MarketOverview; 21 Elements

Figure HE-20 identifies the hourly and annual incomes that would be necessary for a household to rent each of the apartment types available in Daly City. This analysis assumes that, ideally, monthly rent payments do not exceed 30 percent of the household's annual gross income. Given the average household size in Daly City, it is very likely that households would opt for two- and three-bedroom apartments. In order to be comfortably able to do so, it would be necessary to earn \$80,000 and \$98,000 to rent a two- or three-bedroom unit, respectively. These incomes equate to hourly incomes of \$38 and \$47, respectively, for a single wage earner household. It is noteworthy that, unlike homeowners, renters are unable to deduct rental payments and passed-through property tax from their adjusted gross income for Federal and State income tax purposes.

Figure HE-20: Rental Affordability Index (Second Quarter 2008)



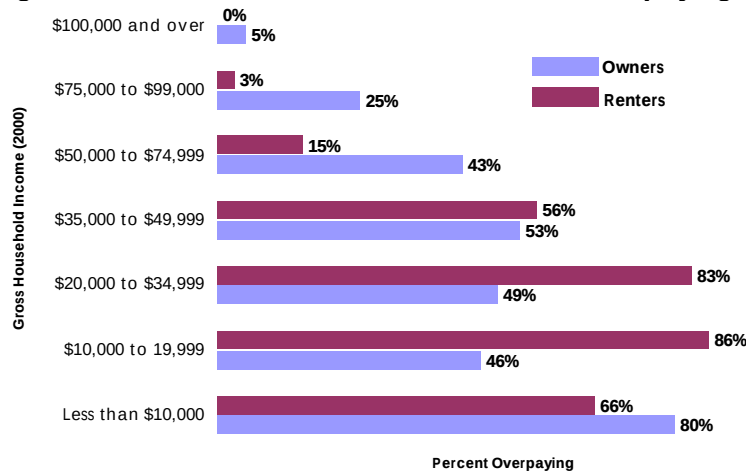
Source: RealFacts MarketOverview; 21 Elements

The preceding analysis is substantiated by a report prepared by the National Low-income Housing Coalition in December 2008 which indicated that 48 percent of renters in San Mateo County are unable to afford fair market rate (FMR) for a two bedroom apartment. Their annual Out of Reach report calculates a housing wage (i.e., amount a worker would have to earn per hour in a 40 hour work week to afford a two bedroom unit at the area's FMR). The housing wage rate calculated for San Mateo County was \$28.06. Using the minimum wage rate in California of \$5.75 per hour, the report also calculated that a worker earning the minimum wage would have to work 195 hours per week in order to afford a two-bedroom unit at the area's FMR.

Overpayment

Overpayment involves the number of lower-income households, both owner and renter occupied, that are paying more than 30 percent of their monthly income for housing. Figure HE-21 provides data on housing costs for all households for various income groups in Daly City based on information from the 2000 Census. The data reflects that overpayment is an issue for more renters than homeowners. Thirty percent of owner-occupied respondents from all income groups spent greater than 30 percent of their household income on monthly housing costs. By comparison, forty-two percent of rental respondents from all income groups spent greater than 30 percent of their household income on housing costs. For both homeowners and renters, the percentage of households facing overpayment decreased as household income increased.

Figure HE-21: Percent of Renters and Owners Overpaying for Housing (2000)

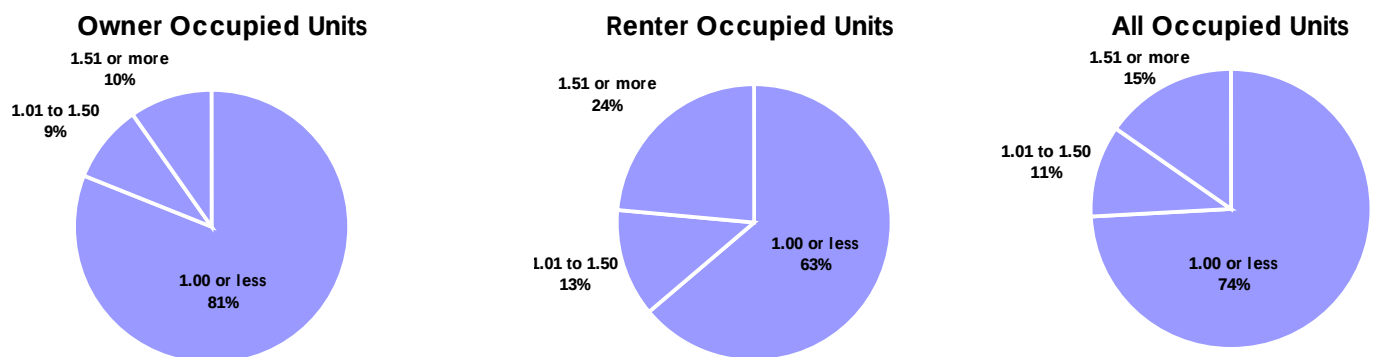


Source: U.S. Census (2000)

Overcrowding

The United State Department of Housing and Urban Development defines “overcrowding” as having more than 1.01 persons per room. Balconies, porches, bathrooms, foyers, halls, utility rooms, unfinished attics, basements and other spaces used for storage are not counted as rooms. Living rooms and kitchens are counted. According to the 2000 Census, the City of Daly City had 7,945 overcrowded housing units or approximately 26% of all occupied housing units in the City. Based on an average household size of 3.34 persons from the 2000 Census, Daly City had an estimated population of 26,536 persons living in overcrowded units. This is a 50% increase from the estimated number based on the 1990 Census which indicated 3.153 persons per household and 17,540 overcrowded housing units. The number of persons per household in Daly City has increased and continues to be greater than the persons per household figure for San Mateo County. Recent data from Census 2000 indicates an average household size for the County of 2.74 (up from 2.64).

Figure HE-22: Overcrowding by Tenure



Source: U.S. Census (2000)

Figure HE-22 above shows the number of overcrowded units by tenure throughout the City. Like the problem of overpayment recently discussed, overcrowding appears to be an issue more common to renters than homeowners. Fifty-six percent of overcrowded units are renter-occupied, and 44 percent are owner occupied. Looking at the total number of housing units, 19 percent of owner-occupied housing are overcrowded, and 36 percent of renter-occupied housing are overcrowded.

Existing Housing Conditions and Rehabilitation Needs

The Planning Division has updated a city-wide windshield survey of existing housing conditions completed for the 2004 Housing Element update. As reported in 2004, survey results are organized according to the census tracts as defined by the U.S. Census in 2000.

The rating criteria for the survey are as follows:

- 1 - Housing structure is in sound condition and requires minimal improvements
- 2 - Housing structure is in need of minor rehabilitation
- 3 - Housing structure demonstrates the need for major or substantial rehabilitation
- 4 - Housing structure is in critical condition that is beyond rehabilitating or economically infeasible to fix.

The housing survey focused only on the exterior structural features visible from the street such as walls, stairs, roofs, porches, windows, doors, garages, and miscellaneous features (e.g., chimneys, gutters, etc.). As a result, the housing condition survey is inherently limited in determining the problems within each housing unit in the City and, therefore, does not represent the most accurate summary of housing conditions.

All existing housing structures, whether vacant, single family or multifamily, were evaluated under the survey. As for multifamily housing, the survey methodology generally assessed their conditions by building, not individual units. For instance, a building containing 15 apartment units was evaluated as one structure. A total of 19,870 residential structures were surveyed.

Table HE-11 displays the survey results for housing stock with minor, major, or critical problems. The housing stock surveyed and determined to be in sound condition were not included in Table HE-11, which examines housing rehabilitation need, because they are not in need of rehabilitation assistance. The quantity of housing by census tract or City-wide in critical condition is negligible. Older neighborhoods east of Interstate 280 appear to have greater housing improvement needs. The Bayshore, Crocker, Vista Grande, Top of the Hill (i.e., Census tracts #6002, 6004, 6006, and 6007) neighborhoods, according to Table HE-11 contain up to 43 percent of the City's housing stock in need of minor improvements, 69 percent requiring major rehabilitation, and 88 percent in critical condition. These four census tracts contain some of the oldest housing in the City. Housing age, however, should not be assumed to automatically correspond to housing conditions without considering other factors such as regular and adequate maintenance.

Newer neighborhoods such as Skyline, St. Francis, and Serramonte (i.e., Census tracts #6010, 6014, 6015.01, 6015.02, 6016.03, 6016.04, 6016.05) have a larger quantity of housing in need of minor or major repairs than was revealed in the 1986 survey. One explanation may be that the homes in these areas are showing the effects of aging and insufficient maintenance. Also, homes situated near the coast face greater exposure to moisture.

Table HE-11: Housing Conditions Survey (Updated 2009)

Census Tract	Neighborhood	Number of Structures by Condition		
		Minor	Major	Critical
6002	Bayshore	544	54	3
6003	Southern Hills	75	2	0
6004	Crocker	175	19	2
6005	Hillside	94	1	0
6006	Vista Grande	129	27	1
6007	Top of the Hill	257	25	2
6008	Westlake Apartments	15	1	0
6009	Westlake	108	5	0
6010	Skyline	287	20	0
6011	Westlake-Southgate	61	2	0
6012	Civic Center	27	9	0
6013	East Market	62	2	1
6014	St. Francis - North	191	8	0
6015.01	St. Francis - Southwest	181	0	0
6015.02	St. Francis - Southeast	22	2	0
6016.01	Franciscan Mobile Home	25	0	0
6016.03	Serramonte - Southeast	192	4	0
6016.04	Serramonte- North	0	0	0
6016.05	Serramonte - Southwest	138	0	0
Total		2,583	181	9

Source: City of Daly City Department of Economic and Community Development

The primary difference between the housing condition survey completed for the 2004 Housing Element and the previous one from 1986 is that results from the current survey show a larger number of housing structures throughout the City in need of minor (i.e., 2,558 structures versus 931 structures in 1986) and major (i.e., 181 structures versus 97 in 1986) rehabilitation. The combination of increased age and delayed upkeep seem to be possible factors justifying the differences. However, the number of homes

in critical condition, while very small, decreased from 10 to nine between the 1986 survey and the most recently completed one. The City's existing housing rehabilitation programs and policies will continue to play an important role in improving the City's housing inventory.

Conversations with Code Enforcement personnel and a regional nonprofit agency providing legal assistance with housing issues have expressed concerns about the conditions of secondary units, particularly illegal secondary units. Both have cited cases where tenants have been living in illegal secondary units that are not maintained and pose health and safety issues. In response to this, the City adopted an ordinance requiring property owners to provide relocation assistance to tenants forced to vacate their unit because of code enforcement activity.

According to the 2000 Census, the median year of the construction of housing units in Daly City is 1962. An estimate of the maximum housing rehabilitation need of the City is derived by looking at the number and percentage of units built before 1960. This estimate of 14,003 units is 45 percent of Daly City's housing stock.

Special Housing Needs

"Special Needs" groups can be defined as persons with disabilities, households with persons over the age of 65, persons who are developmentally disabled, large households, farmworkers, single-parent households, and households needing emergency shelter. This section looks at each of these groups and assesses their housing needs.

Elderly. The housing needs of the elderly are varied. Some elderly persons have substantial retirement incomes and own their own homes, while others live on limited incomes in substandard rental housing. The 1990 Census documented 9,877 persons to be 65 years of age or older. At the time, this was 11 percent of Daly City's population. The most recent Census information from the year 2000 documents that there are 12,486 persons that are 65 years and older: 5,159 males and 7,327 females. Twenty-nine percent of all households or 8,872 households have individuals that are 65 years and older.

Many of the elderly have unique housing needs such as poor health and infirmity, limited income, and mobility difficulties. Daly City Community Development Block Grant funds assist the elderly in several programs. Rehabilitation funds are available to provide minor home repairs and handicap accessibility for disabled seniors. Many seniors take advantage of this program because the additional income from renting the unit supplements their limited retirement income. Groceries are provided to needy seniors through Operation Brown Bag, a program of Second Harvest Food Bank. The Doelger Senior Center offers a daily reduced price hot lunch for qualified seniors and provides a place for seniors to congregate and take part in recreational activities.

Figure HE-23 shows that about 25 percent of the owner-occupied housing units (4,573) and 11 percent of rental housing units (1,362) are elderly households.

Figure HE-23: Age of Householder by Tenure (2000)



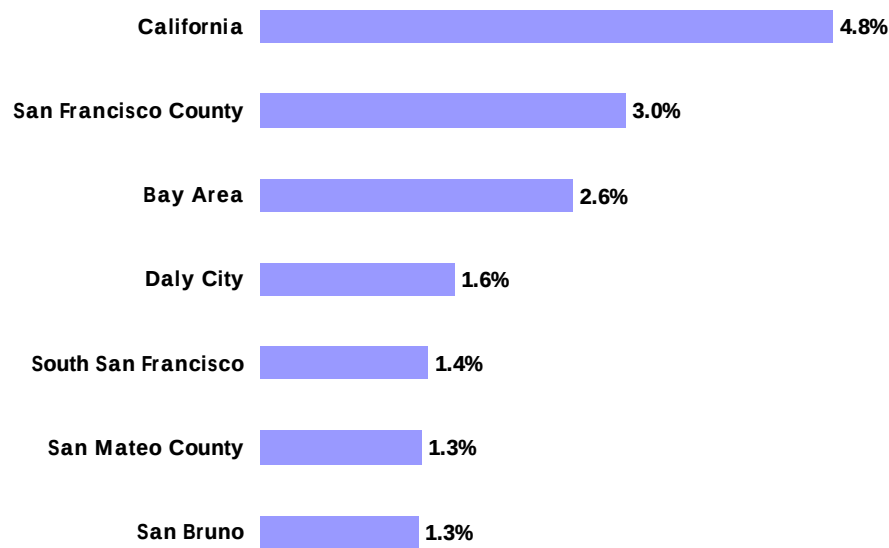
Source: U.S. Census (2000)

Single-Parent Households. Single-parent households often have special housing needs because these households usually are faced with the challenges of raising children on limited income. These factors result in a need for lower priced housing and affordable child care to be available in the community.

The 2000 Census documented 3,134 single-parent households with children under 18 years of age in Daly City. This number constitutes 14 percent of all households. Approximately 375 of these households were identified by the U.S. Census as having family incomes below the poverty level. As identified in Figure HE-24, these single-parent households below the poverty level equate to 1.6 percent of the total number of households in Daly City. By comparison, Daly City's rate of single-parent households below the poverty level does not appear to be significantly different from the rate of adjacent communities and San Mateo County as whole. The rate is in fact significantly lower than the Bay Area region and state.

Daly City has established several programs to meet the needs of low-income households with children. While not all of the programs listed below provide direct assistance for housing, they cover other necessary costs that allow more income sources to go towards housing costs. Child care costs can be almost as expensive as housing, and with large families it can actually exceed housing costs.

Figure HE-24: Comparative Single-Parent Households Below Poverty Level



Source: U.S. Census (2000)

The City Council has allocated Community Development Block Grant (CDBG) funds to help meet an array of special needs. These include providing funds for local child care programs, and housing and supportive services that assist homeless families find permanent housing. The City's Community Service Center also provides information and referral for emergency housing and food services, clothing and other social services.

Persons with disabilities. A disability is defined as a long lasting condition that impairs an individual's mobility, ability to work, or ability to care for themselves. Persons with disabilities include those with physical, mental, or emotional disabilities. Disabled persons have special housing needs because of their fixed income, shortage of affordable and accessible housing, and higher health costs associated with their disability.

The 2000 Census indicates that 21 percent of Daly City's civilian non-institutionalized population over five years of age had a disability. The types of disability may include sensory, physical, and mental. About

three percent of persons between the ages of five to 15 years had a disability. In contrast, about 43 percent of persons 65 years and older were disabled. Table HE-12 below identifies the total number of disabilities reported by persons with disabilities (note that the table counts disabilities, not the number of persons with disabilities).

Table HE-12: Disabilities Reported By Age

	Age			Total
	5 to 15	16 to 64	65 +	
Sensory disability	48	1,260	1,444	2,752
Physical disability	107	3,425	3,358	6,890
Mental disability	246	1,640	1,238	3,124
Self-care disability	145	914	997	2,056
Go outside the home disability	-	7,596	2,879	10,475
Employment	-	11,012	-	11,012
Total	546	25,847	9,916	36,309

Source: U.S Census (2000)

The Center for Independence of the Disabled (CID) is a nonprofit community agency that provides assistance programs for disabled persons. According to CID, most disabled households require accessible housing with special design features (e.g. appropriate dimensional reach, shelf heights, floor finishes, barrier free entrances and floor plans, and provision of turning radius for wheelchairs, etc.) The City provides support to CID's Housing Accessibility Modification program designed to address home architectural barriers that persons with disabilities face. The program provides a variety of relevant modifications to make homes safer and more accessible for disabled persons of all ages.

In addition to the efforts of CID, Task HE 15.3 mandates that the City amend the Zoning Ordinance to establish clear procedures and regulations that ensure that residential development regulations contain flexibility to accommodate the special needs of the physically disabled, including provisions for relief from the various land-use, zoning, or building regulations that may constrain the housing for persons of disabilities.

Developmentally Disabled. A developmental disability is defined by the State of California as a lifelong disability caused by a mental and/or physical impairment manifested prior to the age of 18 and is expected to be lifelong. The conditions included under this definition include: mental retardation, epilepsy, autism, cerebral palsy, and other conditions needing services similar to a person with mental retardation. The term is used most commonly to describe substantial limitations in three or more of these major life areas: self-care, expressive or receptive language, learning, mobility, capacity for independent living, economic self-sufficiency, and self-direction.

According to the State Developmentally Disabled Board, there are 482 persons with developmental disabilities living in Daly City, as of 2008. There is some overlap between the developmentally disabled population and the mentally and physically disabled populations (approximately 10 and 15 percent, respectively).

Table HE-13: Developmentally Disabled Persons By Age

Zip Code	0-14	15-22	23-54	55-65	65+	Total
94014	66	28	65	7	4	170
94015	103	42	129	26	12	312
Total	169	70	194	33	16	482

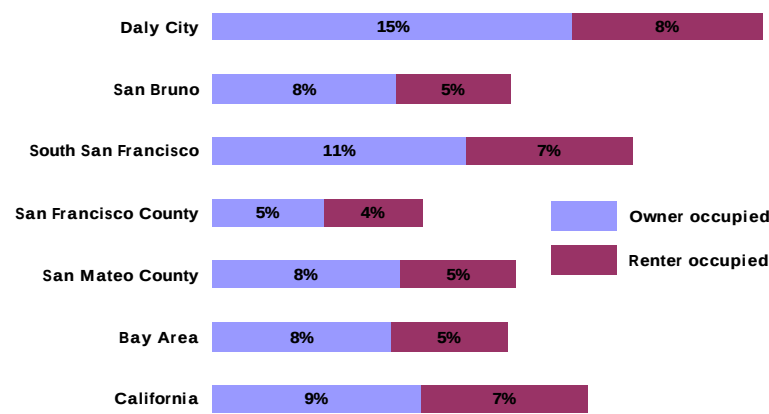
Source: State Developmentally Disabled Board

While developmentally disabled individuals with more severe disabilities may require 24-hour care, many individuals with developmental disabilities are independent and can live on their own apartments or homes with very little support. According to the State Developmental Disabilities Board, seven out of ten people with disabilities are unable to earn substantial gainful income and must rely on Supplemental Social Security Income (SSI) to support themselves. The current SSI monthly payment is under \$900, which equates roughly (using the HUD housing affordability definition) to a maximum monthly rent of \$270/month. It is for this reason that affordable housing opportunities for persons who are developmentally disabled are extremely important, as is ensuring that the City zoning regulations provide the maximum flexibility for developmentally disabled persons.

Farmworkers. State Housing legislation has identified farmworkers as persons with special housing needs. This is because the wages are typically very low and the work is often seasonal. The 2000 Census reveals that less than one percent of the labor force is employed in agriculture in Daly City, and it is likely that this figure has decreased since the remaining agricultural land has been developed. There is not sufficient need for farmworker housing in Daly City to justify the establishment of special housing programs. It is believed that persons in need of housing in this category will obtain assistance from programs available to all low-income persons.

Large Households. The Department of Housing and Urban Development defines a large family as having five or more persons. Figure HE-25 indicates that approximately 23 percent of Daly City households are large families. This is an increase of 2 percent from the 1990 Census. Large families may require housing assistance due to increased household expenses and the need for larger living quarters. Sixty-five percent of housing units with five persons or more live in owner-occupied housing. Thirty-five percent live in rental housing units.

Figure HE-25: Percent of Households That Are Large Households (5+ persons) in Daly City and Select Jurisdictions (2000)



Source: U.S. Census (2000)

Extremely Low-Income Households. Extremely low-income (ELI) households are defined as households earning 30 percent of the area median income or less. The area median income for Daly City is \$96,800 and so an income of \$33,950 or less for a four-person household is considered extremely low-income. Households with extremely low-incomes have a variety of housing situations and needs. For example, most families and individuals receiving public assistance alone, such as social security or disability benefits, are considered extremely low-income households.

In 2000, approximately 3,629 extremely low-income households resided in Daly City, representing 11 percent of the total households. Approximately 65 percent of extremely low-income households are renters and experience a high incidence of overpayment for housing, which is defined as a monthly cost burden greater than 30 percent of income, and/or overcrowding without complete kitchen or plumbing facilities. In 2000, the City estimates that 73 percent of extremely low-income households overpaid for housing and 84 percent were in overcrowded situations. Even further, 61 percent of

extremely low-income households paid more than 50 percent of their income toward housing costs, compared to 10 percent for all households.

Table HE-14: Housing Needs for Extremely Low-Income Households

	Renters	Owners	Total
Total number of ELI households	2,367	1,262	3,629
... percent with any housing problems	78%	64%	73%
... percent with cost burden 30% or > of income	74%	62%	69%
... percent with cost burden 50% or > of income	65%	51%	61%
Total number of households	12,222	18,474	30,696
... percent of total ELI	19%	7%	12%

Source: Daly City's HUD Comprehensive Housing Affordability Strategy (CHAS) 2000

To calculate the projected housing needs for extremely low-income households, the City has assumed that 50 percent of its very low-income regional housing need consists of extremely low-income households. As a result, from the very low-income need of 241 units, Daly City has a projected need of 121 units for extremely low-income households. Many extremely low-income households will be seeking rental housing and most likely facing overpayment, overcrowding, or substandard housing conditions. Some extremely low-income households could be with mental or other disabilities and special needs. To address the range of needs and to encourage the production of additional housing opportunities for these households, the Housing Element incorporates Policy HE-19.1 mandating that the City do so and specifying the following tasks:

1. Provide an exception to the proposed zoning regulation identified in Task HE 3.6, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead a be subject to providing at least 0.5 parking spaces per unit.
2. Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.4.
3. For any new housing development utilizing public funding or publicly-owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.

Homeless. The County of San Mateo conducts a homeless street count every other year. The count is required by the Department of Housing and Urban Development which provides funding for homeless assistance programs in the County. The last street count was conducted in January 2009, which determined that, in Daly City, there were 42 unsheltered homeless individuals (living on streets, in vehicles, in homeless encampments) and 38 sheltered homeless individuals (living in emergency shelters, transitional housing, motel voucher programs, residential treatment, jails, and hospitals), for a total of 80 homeless individuals. According to the survey, none of the unsheltered homeless individuals counted were accompanied by youths under age 18.

Although the survey did not provide detailed statistics specifically for Daly City, the following information was provided for the homeless population for the County as a whole and can be extrapolated to relate to Daly City:

- 66 percent of the homeless adults in San Mateo County are male while 34 percent are female;
- 27 percent of the survey respondents reported having served in the United States Armed Forces;

- 13 percent of the survey respondents reported having been in foster care;
- 39 percent reported either drug abuse or alcohol abuse or both; and
- 35 percent reported having mental illness.

For the purposes of this Housing Element, the City will assume that the above-mentioned 80 individuals represent the City's seasonal and year-round homeless population. State law requires that the City provide sufficiently zoned parcels capable of accommodating its need for emergency shelters. In response to this requirement, Task 14.1 in this Housing Element mandates that the City amend the Zoning Ordinance to identify emergency shelters as a permitted land use without the requirement for a use permit on properties designated for C-R/O Commercial Retail Office in the Sullivan Corridor Specific Plan. The area encompassed by the plan is approximately 16 acres in size covering a total of 42 individual parcels. A map identifying the area and lots sizes within the area is provided in Figure HE-25.

The identification of this area as the most appropriate in which to allow emergency shelters by-right depended on several factors, including the following:

Potential for redevelopment. Presuming that the non-profit or non-governmental organization desired to construct a new building for a homeless shelter, parcels are of a sufficient size in order to be able to do so in the C-R/O Commercial Retail Office portion of the Sullivan Corridor Specific Plan area. As identified in Figure HE-25, the area encompassed by the C-R/O Commercial Retail Office designation is approximately 16 acres, of which approximately seven acres are located on lots that are greater than ½-acre in size (approximately 20,000 square feet). Although the sizes of emergency shelters can vary, this analysis assumes that one could be built on a ½-acre lot because it has been staff's experience that this lot size is one that is capable of supporting most commercial buildings and their associated parking requirements.

Proximity to public transit. The area is served by SamTrans bus service and is within close proximity (walking distance) to both the Daly City and Colma BART stations.

Proximity to complimentary and compatible uses. The Sullivan Corridor Specific Plan area in which C-R/O Commercial Retail Office is located is characterized by a mix of retail, office, auto repair, service commercial, and mixed-use residential/office buildings, all of which are generally compatible with the emergency shelters. This area is unlike others zones in Daly City due to its proximity to City and County agencies that provide

Development standards. The development standards within the existing C-R/O Commercial Retail Office zone are flexible enough to allow a significantly sized facility if one was to be proposed for construction. The zone allows a floor area ration up to 5.0, with three-foot setbacks, essentially allowing significant building reconstruction should a governmental or private organization desire to construct a shelter. The parking requirement established as part of the Zoning Ordinance update would be based upon demonstrated need.

Emergency Shelter Location Analysis

Parcel Acreage (Total 15.9 Acres)

0.06 - 0.17 (0.94 Acres)
0.18 - 0.29 (2.13 Acres)
0.3 - 0.52 (3.64 Acres)
0.53 - 3.67 (9.19 Acres)

0 200 400 Feet

Daly City 2030 | Draft Housing Element

In March 2006, the County completed Housing Our People Effectively (HOPE): the Plan to Prevent and End Homelessness in San Mateo County. The City was an active participant in the formation of this plan and continues to participate in the plan's implementation. The County administers and distributes funding for homeless assistance programs through the County's Continuum of Care Consortium of which the City is a member. Daly City has a representative on the Consortium's Steering Committee and assists in the review of grant applications for homeless assistance funding.

A family transitional shelter operated by Shelter Network is located in Daly City. The City provides financial support to this shelter as well as other shelters in the county. It also supports an emergency food pantry that was set up as a hot food program for the homeless. The City also operates the Community Service Center which offers case management and makes referrals to emergency shelters.

Persons in need of transitional and supportive housing. Transitional housing is a type of interim housing used to facilitate the movement of homeless individuals and families into permanent housing. State law is very specific about what constitutes transitional housing, essentially defining it as "buildings configured as rental housing developments, but operated under program requirements that call for the termination of assistance and recirculation of the assisted unit to another eligible program recipient at some predetermined future point in time, which shall be no less than six months." Currently, there is a transitional housing project operated by Shelter Network of San Mateo County at 50 Hillcrest Drive. The facility has operated since 1988 and serves 12 families.

Every locality must identify zones that will allow the development of transitional housing. In Daly City, residential structures that could accommodate transitional housing, be they single-family homes, duplexes, and multi-family structures (containing three or more units), exist in every residential and commercial zone. For this reason, this Housing Element includes Task 14.3 (page HE-66) which requires an amendment to the Zoning Ordinance making transitional housing, as defined by State law, allowed without the requirement for a use permit in any residential zone and subject to no greater zoning restrictions than residential uses in the same zone.

A similar approach is extended as a new Task 14.4 related to supportive housing, which is another type of interim housing with no limit on length of stay, that is occupied by certain "target populations", and that is linked to on-site or off-site services that assist the supportive housing resident in retaining the housing, improving his or her health status, and maximizing his or her ability to live and, when possible, work in the community. According to the State Health and Safety Code, these "target populations" include adults with low incomes having one or more disabilities, including mental illness, HIV or AIDS, substance abuse, or other chronic health conditions, or individuals eligible for services provided under the Lanterman Developmental Disabilities Services Act (Division 4.5 (commencing with Section 4500) of the Welfare and Institutions Code) and may, among other populations, include families with children, elderly persons, young adults aging out of the foster care system, individuals exiting from institutional settings, veterans, or homeless people.

Affordable Housing in the Coastal Zone

In Daly City, the Coastal Zone is generally coterminous with State Highway 35 and extends easterly at John Daly Boulevard to encompass a small portion of the Westlake neighborhood west of Eastgate Avenue. Existing neighborhoods within this area are completely built-out with existing single-family detached homes. There are no apartments, condominiums, or any other kind of multifamily housing in the Coastal Zone. There are no deed restricted affordable housing developments in the zone either. Additions to the housing supply in the zone are largely accomplished through the construction of second units which are allowed in the zone by-right and without the need for Coastal Development Permit approval.

Pursuant to Government Code Section 65588, the City is required to provide the following information about the City's affordable housing stock in the Coastal Zone:

1. The City has approved no housing units within the Coastal Zone since January 1982, the reporting date identified by State statute.
2. Seventeen on the 22 housing sites on the Potential Housing Sites Inventory List are located within three miles of the Coastal Zone. Table HE-27 has been amended to identify these sites, all of which are planned to provide housing opportunities for inclusion of low- and moderate-income households.
3. While the City has issued demolition permits for residential units in threat of landslide and for illegal second unit construction, the City has not kept statistics on the income of individuals or households who have occupied these units. There have been no known conversions of residential uses to other non-residential uses within the timeframe beginning in 1982, nor have there been any conversion of rental housing units to condominiums within this timeframe.
4. The City has required no units for replacement in the Coastal Zone.

Constraints to Housing Production

Constraints to the maintenance, improvement, and construction of housing can generally be divided into two categories - governmental and non-governmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals. Where this is the case, the consideration of these other goals should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints

Actions by local governments may impede housing construction, maintenance, and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental impact reports (EIRs) can be costly and create delays, although by state Statute such analyses are mandatory. In some instances the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include land use controls in the form of the General Plan, specific plans, and zoning; building codes; fees and dedications; site improvements; permit processing procedures; and infrastructure constraints. Each of these potential constraints is discussed below.

General Plan Land Use Designations. Daly City's 1987 General Plan contains five residential land use designations that communicate the City's policies related to residential development densities. These designations and their respective densities are identified in Table HE-15.

Table HE-15: General Plan Land Use Designations

Land Use Designation	Density Limitations
Open Space Residential	0 to 2 dwelling units per acre
Low Density Residential	2 to 14.5 dwelling units per acre
Medium-Low Density Residential	14.6 to 20 dwelling units per acre
Medium Density Residential	20 to 35 dwelling units per acre
High Density Residential	35 to 50 dwelling units per acre
Very High Density Residential	50 dwelling units per acre and over

In addition to the residential land use designation described above, several newer high-density mixed-use developments have been constructed or approved for construction along the Mission Street and

Geneva Avenue corridors. These corridors are designated Retail and Office by the General Plan land use map and do not restrict residential densities, which are instead limited only by parking and building envelop regulations set forth by the Zoning Ordinance.

Specific Plan Designations. Subsequent to the adoption of the 1987 General Plan the City adopted to the BART Station Area (1993) Specific Plan and Sullivan Corridor Specific Plan (1998). Both of these specific plans contain land use designations and development regulations that replaced the land use designations and zoning regulation in place within these areas prior to their adoption. Below is short synopsis of each plan and the relevant residential designations that are contained within each.

BART Station Area Specific Plan. Prepared in conjunction with the San Mateo County Transit District, the BART Station Specific Plan was prepared in anticipation of the construction of the Colma BART Station (construction completed in 1996). The primary purpose of the Specific Plan was to identify a physical development plan for the area immediately adjacent to the new station in support of the transportation/transit role that the area was contemplated to fulfill within Daly City at the time. Table HE-16 identifies the land use designations identified by the Specific Plan as allowing residential uses:

Table HE-16: BART Station Area Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Low Density Residential	6 to 12 dwelling units per acre
Medium Density	12 to 25 dwelling units per acre
High Density Residential	25 to 55 dwelling units per acre
Mixed-Use Commercial/Office	Function of height/coverage limitations and parking regulations
Neighborhood commercial	Function of height/coverage limitations and parking regulations

Several significant high-density residential projects have been constructed since its inception or are under construction within the BART Station Specific Plan Area. Most recently, the City Council approved a 36-unit (47 du/ac) Habitat for Humanity condominium project at 7555 Mission Street. Additional development potential exists at an underutilized SamTrans park and ride lot located adjacent to the Colma BART Station. Although this site is presently designated Office/Convenience Retail, the potential does exist for a mixed-use project containing higher density residential uses.

Sullivan Corridor Specific Plan. The Sullivan Corridor Specific Plan was adopted as means to guide the revitalization of properties within the Sullivan Corridor, which is the area in the general proximity of City Hall, west of Interstate 280. The Plan's land use designations were prepared to compliment the construction of new public and commercial developments occurring in the area at the time, including the North County Health Center and the Colma BART Station. Table HE-17 identifies the land use designations identified by the Specific Plan as allowing residential uses.

Developers of larger projects located within the Sullivan Corridor Specific Plan Area can elect to have their projects reviewed by the Sullivan Corridor Committee, which is comprised of two City Council members. Although review by the Steering Committee does add time to the development review process, developers are able to obtain valuable input from Councilmembers very early in the process. The estimated time for Sullivan Corridor Committee review is three to four weeks.

Table HE-17: Sullivan Corridor Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Residential Low Density	0 to 14.5 dwelling units per acre
Residential High Density	None identified
Residential Retail Commercial	Maximum FAR of 1.0
Service Commercial	Maximum FAR of 3.0
Retail and Office Commercial	Maximum FAR of 5.0

The most significant residential construction project in this area has been a 208-unit (65 du/ac) mixed-use senior apartment complex at 165 Pierce Street. As an urban infill site, the project provides an example of the potential for the Sullivan Corridor Area to provide additional housing opportunities as vacant and underutilized sites in the area are developed or redeveloped. Construction of the project commenced in fall 2008.

Inclusionary Zoning Ordinance (DCMC Chapter 17.47). In recognition of the fact that neither Federal or state funding for affordable housing construction will be sufficient to fully address Daly City's affordable housing problem, nor will the private housing market likely provide affordable housing opportunities to low-income households, the Daly City City Council adopted an Inclusionary Zoning Ordinance in 2007. The Ordinance requires that, in residential developments consisting of five or more units, at least 10 percent of the total units be restricted for occupancy by moderate-, low- or very low-income households. More specifically, the Ordinance requires the following levels of affordability for non-governmental projects:

1. Rental developments require at least 20 percent affordable units for households whose income does not exceed 60 percent of the area median, or 10 percent affordable units for Very Low-income households (household income does not exceed 50 percent of the area median).
2. Ownership developments require at least 20 percent affordable units for households whose income does not exceed 100 percent of the area median) or 10 percent affordable units for Low-income households (household income does not exceed 60 percent of the area median).

For small residential development projects (10 or less rental units, 20 or less for-sale units), the requirements of the Ordinance may be satisfied by paying an in-lieu fee to the Affordable Housing Trust Fund, as established annually by the Daly City City Council. The fee is the equivalent to the City's estimated average cost to create one unit of affordable housing. The Ordinance is not applicable to reconstruction due to fire, flood, or other natural acts.

Inclusionary zoning ordinances like Daly City's are sometimes perceived as adding to the cost of housing by requiring market-rate units in the particular project to subsidize the affordable units in that same project. Because no projects have been subject to the requirements of the City's inclusionary zoning ordinance, it is not possible to systematically evaluate whether or not this has been the case in Daly City. Furthermore, because all development projects have unique financial circumstances (many include complex public financing mechanisms and/or land transactions), any discussion of this subject as it relates to the Daly City housing market would be purely hypothetical.

While there are several studies in existence which provide some insight on this subject in a broad sense, there are essentially three plausible scenarios that explain who ultimately pays the subsidy cost of inclusionary units. Each of these scenarios relates to the purchase of the property on which a project subject to the inclusionary ordinance was completed and all are applicable regardless of the ultimate project tenure (substitute "rent" for "purchase price"):

1. The first scenario is that the developer purchased the property on which the residential project was to be built *before* the inclusionary zoning ordinance was adopted. Because the developer can only sell market rate units at prices dictated by the local housing market and the land and construction costs to build the project are all assumed to be fixed, the cost to subsidize the inclusionary units is subsidized by developer profits.
2. The second scenario is that the developer purchased the property on which the residential project was to be built *after* adoption of the inclusionary ordinance and he/she had full knowledge of the ordinance's requirements and the financial implications of these requirements to the development project. In this instance, only the land cost remains not fixed. Unable to increase the purchase price for units due to competitive housing market limitations and unwilling to decrease his or her profit margin, the developer will most likely pass the subsidy cost to the land owner, who will either agree to the discounted land price or choose not sell. While it would

appear that this scenario could result in non-production of housing should the land owner choose not to sell, this is probably unlikely as willing sellers realize that the long-term carrying costs of vacant or underutilized land will ultimately exceed the cost of accepting the discounted land price before these carrying costs are incurred.

3. The third scenario is that the developer purchased the property on which the residential project was to be built *after* adoption of the inclusionary ordinance, and, to maintain his or her profit margin, passes the subsidy cost of the inclusionary units to the purchasers of the market rate units in the same project instead of paying a discounted land price to the land owner. In this scenario, the developer would have actually adjusted the market price for the unit upward in the amount of the subsidy cost. While the inelasticity of the Bay Area housing market would seemingly allow for such an adjustment to occur, this scenario is not likely because if the developer had the ability to adjust the price upward, he or she would most likely have done so with or without the existence of an inclusionary zoning ordinance.

In reviewing the Potential Housing Sites Inventory List on page 112, it is likely that most, if not all, of the sites on this list will be developed by persons other than the current property owners. Hypothetically, because developers of these sites will be unable to raise the market price for the non-inclusionary (market rate) units beyond that allowed by the housing market, developers will be required to pay less for land or reduce their profits.

Notwithstanding this hypothetical analysis, Daly City's inclusionary zoning ordinance recognizes that there could be instances when the inclusionary housing requirements make market-rate housing more expensive. However, the City has made a conscious decision that the community's interests are best served by the adoption of the ordinance to address the environmental and job-housing balance inequities that would result if the City took no action to ensure that all income groups maintain access to the marketplace for new rental and for-sale homes.

To ensure the most effective implementation of the City's inclusionary zoning ordinance, two tasks have been added to the Objectives, Policies, and Tasks section of this Housing Element. Task HE 11.5 requires that, through staff training, the City will ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance. Task HE 11.6 mandates that the City adopt a disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Development regulations. The Zoning Ordinance contains eight residential districts and four non-residential districts in which residential development is allowed. The minimum lot area per unit and resulting densities of these districts are presented in Table HE-18 below. It is important to note that there is no land currently zoned R-4 in Daly City.

Table HE-18: Zoning District Designations and Densities

Zoning Designation	Lot Area per D.U. (sq. ft.)	Resulting Density
MHP Mobile Home Park	1/200 min. (avg. 1/2500)	17.4 du/ac
R-1 Single Family	1/3,000	14.5 du/ac
R-1A Single Family/Duplex	1/1,250	34.8 du/ac
R-2 Duplex	1/1,500	29.4 du/ac
R-2A Two Family Design	1/1,250	34.8 du/ac
R-3 Multiple Family	1/500	87.1 du/ac
BRM BART Multiple Family	1/1,750	25 du/ac
R-4 Multi-family/Professional	1/300	145 du/ac
C-1 Light Commercial District	1/300	145 du/ac
C-2 Heavy Commercial District	1/300	145 du/ac
PD Planned Unit Development	Flexible	Not applicable
Pre-PD Pre-Planned Unit Dev.	Flexible	Not applicable

As identified in Table HE-18, residential development is allowed within several commercial zones, most notably within the C-1 Light Commercial District. The C-1 zone encompasses all properties fronting Mission Street, for its full length, and almost all of Geneva Avenue in the Bayshore neighborhood. Sites likely to yield large numbers of affordable housing units are located within these two commercial corridors. In fact, several larger projects identified in the Potential Housing Sites Inventory List are located on Mission Street or Geneva Avenue.

Table HE-19 on the subsequent page identifies the development regulations for each of the above zones, as contained in the Daly City Zoning Ordinance. As shown in the table, the minimum lot sizes for both the R-3 Multiple Family and C-1 Light Commercial zones are 2,500 square feet in most instances. Both zones also allow the construction of single-family homes. In combination, these regulations allow owners of larger parcels to subdivide their parcels for single-family residential development or small commercial uses. This effectively allows scarce larger parcels that could be used for higher density mixed-use development to be underutilized. Similarly, the building heights for both the R-3 and C-1 zones are only six feet higher than that allowed in the R-1 zone (30 feet maximum versus 36 feet maximum), where the R-3 and C-1 zones allow sixth times the density allowed by the R-1 zone (87 du/ac versus 14.5 du/ac).

Because a 36-foot height limit may be appropriate for the C-1 Light Commercial zone in other parts of Daly City, the policy section of this Housing Element sets forth a requirement that the Zoning Ordinance be amended to establish a new Commercial Mixed-Use (C-MU) zone for areas encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. To preserve larger commercial and residential sites, this Housing Element also requires that the Zoning Ordinance increase the minimum parcel sizes for all commercial and R-3 Multiple Family zones be increased as determined necessary to promote the construction of higher density and/or mixed-use development. Likewise, the Housing Element commits the City to exploring increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone. Further study of increased height along Mission Street and Geneva Avenue would be undertaken as part of the Zoning Ordinance update, which will commence at the conclusion of the General Plan update.

Table HE-19: Daly City Regulations for Residential Zones

Zoning District	Permitted Uses	Use Permit Req'd	Max. Building Height	Min. Lot Area	Floor Area Ratio	Min. Lot Width	Max. Lot Coverage	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Lot Area Per D.U.
R-1	Single-family	No	30 ft.	3000 s.f. 2500* s.f.		33 ft. 25* ft.	50% 55%*	15 ft.	None	10 ft.	3000 s.f. 2500* s.f.
R-1/A	Single-family.	No	30 ft.	2500 s.f.		25 ft.	55%	15 ft.	None	10 ft.	
	Duplexes	Yes									
R-2	R-1	All uses permitted in this zoning classification (see above)									
	One two-family dwelling										1500 s.f. 1250 s.f.
		No	36 ft.	3000 s.f. 2500* s.f.		33 ft. 25* ft.	60%	15 ft.	None	10 ft.	
R-2/A	Single-family, two-family		30 ft.			25 ft.					60%
	No			2500 s.f.							
	Duplexes	Yes									
R-3	R-1, R-2	All uses permitted in these zoning classifications (see above)									
	Multi- family	No	36 ft.	3000 ft. 3500* ft.		33 ft. 25* ft.	75%	15 ft.	None	10 ft.	500 s.f.
BRM	Sm. Apt's., twnhms, flats...	No	45 ft.	5000 s.f.		50 ft.	60%	5 ft. 10 ft. max	None	15 ft.	
	R-1, R-2	Yes									
R-4	R-1, R-2, R-3	All uses permitted in these zoning classifications (see above)									
	Multi-family	No	FAR 3.5 : 1.0	10000 s.f.	3.5 - 1.0	100 ft.	70%	15 ft.	None 20 ft. **	10 20 ft.**	300 s.f.
MHP	Mobile homes	No	30 ft.	2500 s.f.		30 ft.	75%	5 ft.	3 ft.	3 ft.	
C-1	R-3	All uses permitted in this zoning classifications (see above), except use permit is required									
	R-4	No	36 ft.	2,500 sf – 3,000 sf		33 ft. 25* ft.	70%	None	None	None	300 s.f.
C-2	C-1	All uses permitted in this zoning classifications (see above), except use permit is required and 7.0 – 1.0 FAR									
	R-3	Yes		2,500 sf – 3,000 sf	7.0 – 1.0	33 ft. 25* ft.	70%	None	None	None	300 s.f.
PD	A variety of uses or combination of uses are allowed in this zoning classification pending City approval of an applicant's planning application										
Pre-PD	Serves as a transitional zoning classification for PD (see description of PD uses above)										

* for lots or subdivisions recorded prior to 1/1/49

** for buildings in excess of 3 stories

Other exceptions may apply

Parking regulations. Parking requirements for new residential development are contained within the Zoning Ordinance as identified in Table HE-20. Because parking is a significant factor in multifamily and affordable housing construction costs, the constraints to housing production caused by parking regulations must be closely examined.

Currently, Daly City's Zoning Ordinance requires two parking spaces for each condominium unit (irrespective of number of bedrooms) or any apartment with two or more bedrooms. This is the same parking requirement for single family units. Reductions to the parking requirements are permitted by the Zoning Ordinance for development proposals that are determined to be exclusively for low-income households or individuals. Projects that are partially low-income are not allowed reduced parking unless the project is rezoned to Planned Development. In addition to parking reductions for low-income projects, residential projects for low-income elderly persons are required to provide only one fourth of the parking indicated above.

Table HE-20: Daly City Parking Regulations

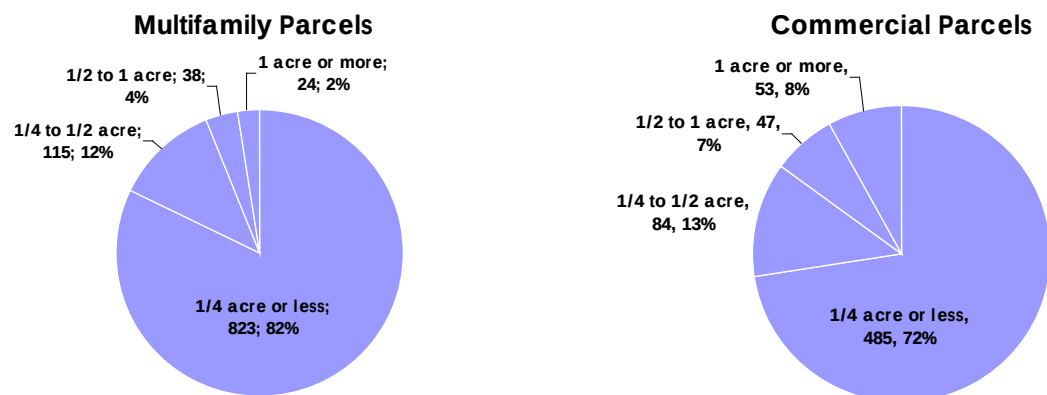
<u>Residential Type</u>	<u>Required Parking Spaces</u>
Single-family	2 spaces per unit
Two-family (Duplex)	2 spaces per unit; 4 per structure
Multiple-family	1 space per studio 1.5 spaces per one bedroom 2 spaces per two-bedroom unit or larger
Condominium	2 spaces, irrespective of bedroom count
Mobilehome Park	1 space per mobilehome, plus 1 guest space each grouped in common area
Boardinghouse	1 space per rentable room, plus one space per every 200 sq. ft. kitchen and administrative office area
Secondary Unit	2 spaces, plus 2 per principal dwelling (4 total)

Note: Single family includes all condominiums irrespective of size

Generally, the City's residential development standards are consistent with the requirements of neighboring jurisdictions and accepted planning practice. There is anecdotal evidence, given high land costs in Daly City and throughout the region, that parking requirements could constrain the development of new and/or affordable housing.

Parcel sizes. In the future, construction of higher-density housing projects will rely on the redevelopment of sites and adaptive re-use of existing buildings (retrofitting and re-using a building for a use other than its original construction). The lack of larger parcels that can accommodate high-density residential development presents a severe constraint to large-scale housing production. However, as identified in Figure HE-26, only 24 multi-family zoned parcels larger than one acre exist throughout Daly City. Similarly, only 53 commercially-zoned parcels (where higher-density residential development is also allowed) are larger than one acre. Conversely, the vast majority of parcels are less than $\frac{1}{4}$ acre in size.

Figure HE-26: Multifamily and Commercial Parcel Sizes (2009)



Since almost all of the larger parcels in Daly City are already developed (see Vacant Land Survey for vacant parcels), further subdivision of these parcels or development of non-residential uses on them will very likely constrain housing production. Under the current zoning regulations, property owners are allowed to subdivide existing larger parcels into lots as small as 2,500 square feet, the minimum lots size

in both the C-1 Limited Commercial and R-3 Multiple-Family Residential zones. The City does not presently have any legal mechanism to merge lots.

Condominium regulations. Although not considered detrimental to any specific affordable housing development proposal, an existing provision of Zoning Code currently prohibits condominiums less than 20 units, severely impacting the potential for the construction of small for-sale condominium projects within Daly City. This Housing Element identifies the reduction of the 20-unit minimum as a specific task of the Zoning Ordinance update that will commence upon adoption of the General Plan.

Building Codes. The 2008 International Building Code, as amended by the City, has also established construction standards which add to the cost of housing development. Local code amendments have been significantly reduced in an effort to allow greater uniformity of construction standards throughout the county. The remaining local amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, prevent fire spreading to adjoining homes, and improve insurance rates.

Fees and Dedications. Site improvements and exactions by the City, such as traffic signals or park in-lieu fees increase the cost of development in Daly City. To better assure equity in the application of fees related to new development, the City analyzed the needed public facilities associated solely with new development and established a fee that allocates a 'fair share' of cost to new residential and commercial development. Most off-site improvements needed to serve future growth are funded through the City's Public Facilities Fees.

All Bay Area cities charge fees in order to pay the costs to process, regulate and mitigate the impacts of new development on City services and infrastructure. If fees are inordinately high, they can lead to higher costs and/or discourage housing development within the community.

Table HE-21 shows the prototypical typical planning impact fees charged by the City of Daly City for the following projects:

- One single-family home: three-bedroom, 2,400 square foot in size on 10,000 square foot lot with a 400 square foot garage at a density of four units per acre and construction cost of \$500,000, estimated sale price \$800,000.
- Ten-unit condominium building: each unit is two bedroom, 1,200 square feet in size. Project is situated on 0.5-acre lot with a construction cost of \$400,000 per unit, to be sold at an average of \$500,000 per unit.

The fees identified in Table HE-21 have been developed based on the costs of providing public facilities to new development and reflect the AB 1600 fee program developed by the City intended to mitigate the impacts of new development on public facilities. Public facilities funded through the AB1600 fee include police, library, fire, administrative facilities, roadways, water and wastewater. The fees are charged on the basis of geographic benefit zones, each with differing cost bases.

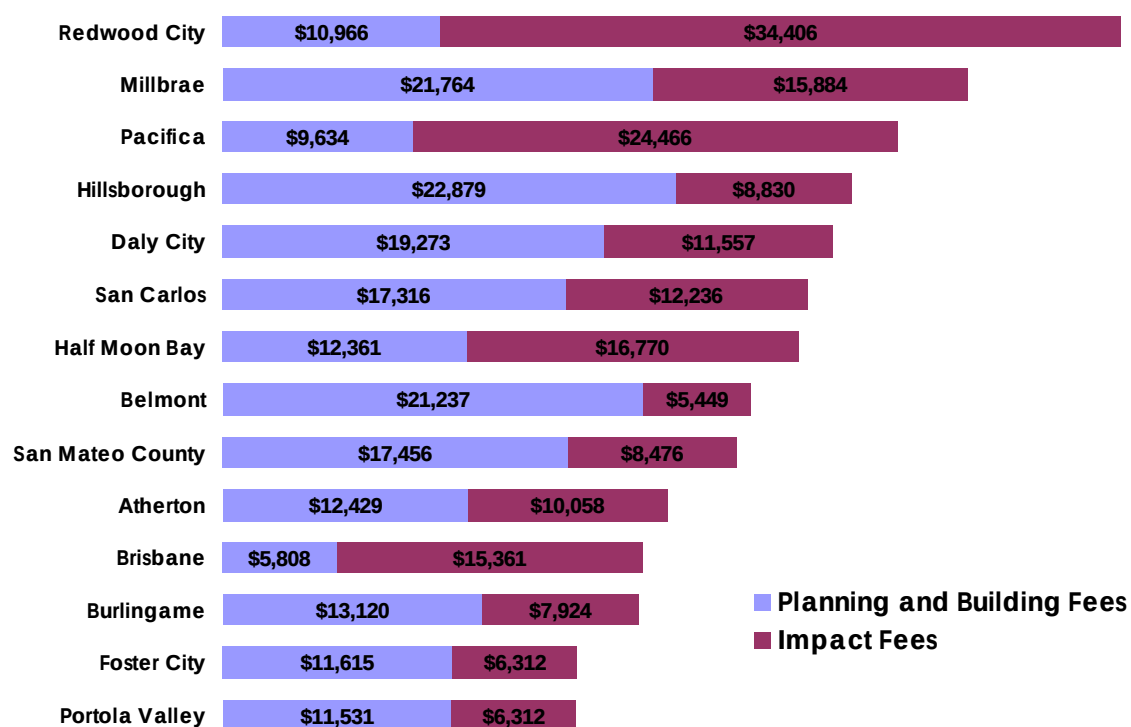
Table HE-21: Daly City Fees for Prototypical Residential Developments (2008)

		Single Family Home	10-unit Condominium Building
Planning and Building Fees ...			
Building Permit	\$	2,963	\$ 16,773
Plan Check	\$	3,503	\$ 10,902
Plan Storage	\$	148	\$ 839
Title 24 Energy Fee	\$	593	\$ 3,355
Seismic Tax	\$	50	\$ 939
Engineering Plan Check	\$	593	\$ 3,355
Planning Plan Check	\$	593	\$ 3,355
Plumbing	\$	194	\$ 578
Electrical	\$	326	\$ 1,733
Mechanical (incl. fire sprinklers/ alarms)	\$	110	\$ 192
General Plan Surcharge	\$	2,500	\$ 22,360
Sewer connection fee (not impact fee)	\$	2,700	\$ -
Other (please specify)	\$	5,000	\$ -
Planning and Building Fees Subtotal	\$	19,273	\$ 64,381
Impact Fees ...			
Roads	\$	1,464	\$ 18,360
Water	\$	428	\$ 4,283
Storm Water	\$	1,065	\$ 14,210
Parks	\$	768	\$ 107,687
Fire	\$	140	\$ 1,398
Police	\$	580	\$ 5,804
Library	\$	576	\$ 5,765
School	\$	6,312	\$ 31,560
Other	\$	224	\$ 2,243
Impact Fee Subtotal	\$	11,557	\$ 191,310
Grand Total Fees	\$	30,830	\$ 255,691

Source: Daly City Building Division; compiled by 21 Elements

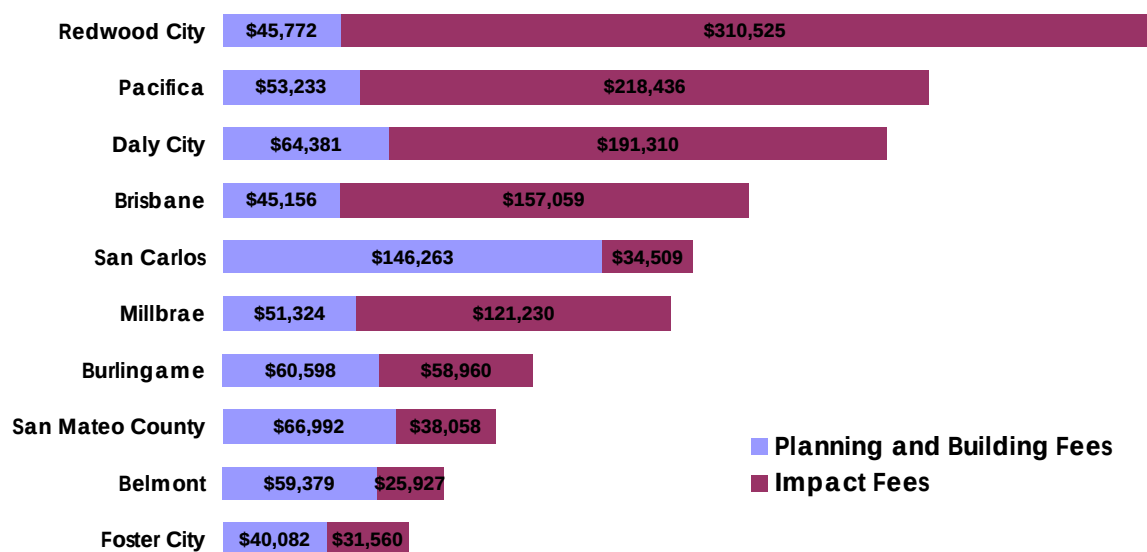
Figures HE-27 and HE-28 provide a comparison of Daly City's fees to others jurisdictions within San Mateo County for each of the aforementioned development prototypes. Among these jurisdictions, the median fee for the single-family and 10-unit condo prototypes are \$27,908 and \$176,663, respectively. As identified in Table HE-21, Daly City's total fees for these two prototypes are \$30,830 and \$255,691, respectively.

Figure HE-27: Comparative Fee Analysis for Prototypical Developments – Single-family home (2008)



Source: 21 Elements Development Fees Survey (2008)

Figure HE-28: Comparative Fee Analysis for Prototypical Developments – 10-Unit Condo (2008)



Source: 21 Elements Development Fees Survey (2008)

While Daly City's fees are generally similar to those of adjacent jurisdictions for the single-family home prototype (in the \$30,000 range), the City's fees for the 10-unit condominium prototype are further from the County-wide median. A large portion of the fees for this development prototype is attributable to impacts fees, specifically park impacts. As identified in Table HE-20, more than 50 percent of the impact fee collected by the City is for park impacts. To address this issue, the City has committed to review the park impact fees collected by the City ensure that they are justifiable given the impacts equitable among various classes of development projects. For example, the City currently does not collect park

in-lieu fees for multifamily development that consists of rental housing. The result of this is that increased burden is placed upon other classes of projects notwithstanding the actual demand for parks created by each project class.

Site Improvement requirements. In addition to permit processing and impact fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee), or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development and they vary on a case by case basis depending upon the anticipated impacts. While these costs are necessarily a part of new development in the City, the charges are carefully analyzed in each case in order to avoid unnecessary requirements being placed on new residential development.

While new subdivisions typically require the construction of expensive infrastructure such as new roads, sewer trunk lines, and stormwater catchment systems, most new residential development in Daly City will continue to occur as denser buildings situated adjacent to existing infrastructure, either replacing existing older buildings or vacant in-fill lots. This type of development is therefore able to forgo much of the expense typically associated with improvement of the public right-of-way. There are instances where utility upsizing may be required to accommodate a significant increase in the utility demand over a previously existing less-intensive use. However, these costs are much lower on a per-dwelling-unit basis than the costs associated with acquiring land and constructing new utilities for a new subdivision.

Permit processing procedures. The Zoning Ordinance identifies the residential types permitted, permitted with a use permit, or not allowed in each zone allowing residential uses. Permitted uses are those uses allowed without discretionary review and require only a building permit as long as the project complies with all development standards and design guidelines.

Table HE-22: Existing Entitlement Requirements by Zoning District

Building Type	Zoning Designations Allowing Residential Uses									
	R-1	R-1/A	R-2	R-2A	R-3	R-4	BRM	MH	C-1	C-2
Single family home (one unit)	BP	BP	BP	BP	BP	BP	BP	NA	UP	UP
Second unit in existing single-family home	BP	BP	BP	BP	BP	BP	BP	BP	BP	BP
Duplex (two units)	NA	UP	BP	BP	BP	BP	BP	NA	UP	UP
Triplex (three units)	NA	NA	NA	NA	BP	BP	BP	NA	UP	UP
Multiple family (four or more units)	NA	NA	NA	NA	DR	DR	DR	NA	UP	UP
Mixed Use (Retail/Office/Residential)	NA	NA	NA	NA	NA	NA	NA	NA	UP	UP
Residential Care Facility ≤ 6 persons	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Residential Care Facility > 6 persons	UP	UP	UP	UP	UP	UP	UP	UP	UP	UP
Emergency Shelter	NA	NA	NA	NA	NA	NA	NA	NA	UP	UP
Single-Room Occupancy	NA	NA	BP	BP	BP	BP	BP	NA	UP	UP
Manufactured Homes	BP	BP	BP	BP	BP	BP	BP	NA	UP	UP
Mobile Homes	BP	BP	BP	BP	BP	BP	BP	BP	UP	UP
Transitional Housing	NA	NA	UP	UP	UP	UP	UP	UP	UP	UP
Supportive Housing	NA	NA	UP	UP	UP	UP	UP	UP	UP	UP
Farmworker Housing	This land use currently not regulated.									
Most Significant Entitlement Required: "NP" = No permit req'd, "NA" = Not allowed, "BP" = Building Permit, "DR" = Design Review Committee, "UP" = Use Permit										

Source: City of Daly City Planning Division

The permit requirements for each housing type allowed in each zoning district are identified in Table HE-22. As identified in the table, the development review process is very expedient for new residential development proposed in a residential zone. Most approvals may be made at the staff level and Design Review Committee (DRC) approval is required only for those projects where four or more units are proposed, and for which an entitlement necessitating a public hearing is required. The DRC, which consists of the two City Council members appointed by the Mayor, has the ability to approve non-discretionary projects or discretionary projects that are exempt from the requirements of the California Environment Quality Act. Otherwise, City Council certification of either a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is required.

Despite the expediency of constructing new residential projects on residentially-zoned land, the most significant additions to the housing supply in Daly City has occurred in multiple-family apartment and condominium buildings exceeding 50 dwelling units per acre (see Table HE-27 on page 60). Due to permit requirements in place at the time of their construction, these types of buildings have typically been subject to a use permit (due to their location in the C-1 zone on Mission Street or Geneva Avenue), a subdivision map (because they involve a condominium), or both. In certain cases, typically involving projects outside the Mission Street/Geneva Avenue corridors, a rezoning may have also been required. In rare circumstances, an amendment to the General Plan Land Use Map may also be required as a part of project approval.

All subdivisions (including condominium maps) and use permits must be approved by the City Council with a recommendation from the Planning Commission. Typical findings of a residential subdivision include that the project is consistent with the General Plan, that the site on which the subdivision is to be located is physically suitable for the number of lots proposed, and that adequate infrastructure exists to serve the proposed subdivision. The findings for a use permit are similar, adding that the use is compatible with surrounding uses and the neighborhood character and that the project would not jeopardize the public health, safety, and welfare. Rezoning and General Plan amendments are legislative acts and are therefore not subject to written findings.

Table HE-23: Typical Processing Time by Type of Approval

Type of Approval or Permit	Typical Processing Time	Approval Body
Zoning Entitlements		
Building Permit (ministerial projects)	1 to 4 weeks	Staff
Design Review	4 to 6 weeks	Design Review Committee [†]
Use Permit	8 to 10 weeks	City Council
Variance	8 to 10 weeks	City Council
Coastal Development Permit (coastal zone only)	8 to 10 weeks	City Council ^{††}
Parcel Maps	10 to 12 weeks	City Council
Subdivision Maps	10 to 12 weeks	City Council
Zone Change (to traditional zones)	10 to 12 weeks	City Council
Zone Change (to planned development zoning)	12 to 16 weeks	City Council
General Plan Amendment	12 to 16 weeks	City Council
[†] Processed concurrently for items approved by City Council ^{††} May be appealed to Coastal Commission		
Environmental Review		
Mitigated Negative Declaration	10 to 12 weeks	City Council
Environmental Impact Report	24 to 36 weeks	City Council

Source: City of Daly City Planning Division

The time it takes for developers to secure any of the above entitlements varies depending upon many factors such as the nature, size, location, and complexity of the project, including the involvement of other agencies. Table HE-23 identifies the typical processing time most common in the entitlement

process. It should be noted that, for projects requiring more than one entitlement, the City processes these entitlements concurrently. For example, the condominium map and environmental review for a new mixed-use project could be processed concurrently with the City Council's consideration of the subdivision map for the project. In 2008, the City Council adopted revisions to the Zoning Ordinance to allow concurrent processing of design review and other discretionary approvals that required Planning Commission and City Council approval. This change removed the requirement for projects which had been approved by the City Council to return to the Design Review Committee for additional review.

As identified in Table HE-23, typical permit processing times range from one week for simple projects where only a building permit is required to several months for more complicated projects involving substantial environmental review. Projects that require the preparation and adoption of an Environmental Impact Report (EIR) are subject to the greatest processing time, often exceeding six months. The requirement for an EIR preparation is however extremely rare as the City has in most instances determined that a Mitigated Negative Declaration is sufficient for most residential development projects.

Of the sites identified on Table HE-26 on page HE-59, only two required the preparation of the EIR. The remaining projects were either processed through the adoption of either a Mitigated Negative Declaration or a determination that the project is exempt from CEQA. The Act grants exemptions to projects to urban in-fill sites that are five-acres or less in size, have adequate infrastructure in place to accommodate the number of units proposed, and do not require rezoning or General Plan amendment.

To assist in streamlining the development review process, the City has established design guidelines for both new single-family homes and mixed-use development. In anticipation that the City will receive more applications for larger mixed-use buildings, especially along Geneva Avenue and Mission Street, Task HE-3.2 on page 68 has been added to this Housing Element which commits the City to reviewing the existing mixed-use design guidelines to ensure that the guidelines address instances where higher-density development is proposed adjacent to lower-density neighborhoods.

In addition to design guidelines, the City offers developers an opportunity to receive feedback from a two-member ad hoc City Council Committee prior to committing to the entitlement process. These Committee meetings are particularly useful to developers of affordable housing projects, where potential issues can be scoped in the initial stages and resolved to minimize or avoid the creation of conflicts or controversy that could derail an affordable housing project.

Policies relating specifically to removing the requirements for use permit approvals for residential projects in commercial zones, transitional/supportive housing, and homeless shelters have been added to this Housing Element (see Tasks HE-14.1 and HE-14.2). A complete discussion of the emergency homeless shelters and transitional/supportive housing can be found on pages 33 through 36.

In terms of entitlement processing for emergency shelters and transitional housing, the City of Daly City has historically deferred to the San Mateo County Office of Housing, which has taken the lead role in San Mateo County to evaluate and provide for homeless population needs, facilities and services. This County Office has concluded, based on the most recent study (Summer 2001), that homeless needs for Daly City in addition to other neighboring communities are being served and met by the year-round operation of Safe Harbor in South San Francisco. Safe Harbor is an emergency shelter closest to Daly City and most likely to serve Daly City residents needs for homeless facilities. Homeless counts and needs assessment by the County occurs annually and biennial, respectively. No requests have been received for added emergency shelters.

Emergency shelter for special needs populations is accommodated by the organizations that serve those particular populations and needs. When approached by these organizations the City has historically provided appropriate assistance as needed. Regarding transitional housing, the City has worked with non-profit organizations and governmental agencies to assess needs, evaluate sites, and determine operational and acquisition costs. Otherwise, the City has not received nor expects to

receive within the term of this Housing Element Update a request for new construction of these facilities. More commonly, existing buildings are being adapted for reuse to accommodate these needs rather than new buildings being constructed, typically without requiring any discretionary permits.

The City currently has no special review process for emergency shelter or transitional housing facilities. However, this Housing Element mandates amendments to the Daly City Zoning Ordinance to allow emergency shelters as a permitted land use within the Zoning Ordinance and without the requirement for a use permit in the C-MU (Commercial Mixed-use) zone district. These amendments are anticipated to be adopted at the conclusion of the General Plan update process in 2010.

Infrastructure Limitations. Since the vacant, residentially zoned properties are either small or moderate in size and are scattered throughout the City, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water, distribution lines, sewer collection system, etc.).

The North San Mateo County Sanitation District completed a \$23 million modification to its treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was in response to a serious lack of capacity that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth.

Daly City's water system should also be adequate to serve future needs. Portions of the system, including the Bayshore neighborhood, will need expanded storage capacity to meet future fire flow requirement for residential development. In addition, Daly City is working with the San Francisco Public Utilities Commission to address integrated resource management issues associated with conjunctive use of supplemental surface water to recharge groundwater supplies, and development of tertiary recycled water as an irrigation source to local golf courses. These strategies are intended to extend available resources to meet projected water needs, but none of these improvements are perceived to pose a significant limitation to long-term residential growth

Constraints on Housing for Persons with Disabilities. Under SB 520 passed in 2001, State Housing Element law was amended to require localities to "analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities."

With regard to fulfilling this requirement, the City has existing procedures and policies that enhance accessibility in its residential housing. The City enforces the accessibility provisions under Title 24 of the California Codes that apply to new construction of multifamily development with three or more dwelling units. The City staff also accepted individual requests for special accommodations (e.g. allowing second units on the first floor of a house without meeting minimum parking requirements in order to help a physically disabled family member who cannot climb stairs) and works with the property owner to have them implemented.

The City has also supported programs over the years to enable lower income households, including those with persons with disabilities, an opportunity to maintain and improve their housing, while providing them with needed financial relief. The City's Residential Rehabilitation Program, which offers grants and low interest loans, and the nonprofits, North Peninsula Neighborhood Services and Rebuilding Together, both of whom provide grants to low-income households as well, allow accessibility modifications as eligible activities. Another nonprofit, Center for the Independence of the Disabled (CID), solely undertakes accessibility improvements to housing for a person with disabilities. All four programs are funded annually with City CDBG funds.

Notwithstanding these efforts, some constraints on housing for persons with disabilities remain. One impediment is the City's outdated definition of "family," which the Zoning Ordinance presently defines as "a person or group of persons related by blood, marriage or adoption living together as a single housekeeping unit ...". To address this issue, Task HE 16.2 in this Housing Element mandates that the City

amend the Zoning Ordinance to revise the definition of family to comply with State and federal fair housing laws, and that the new definition shall not distinguish between related and unrelated persons, nor shall it impose limitations on the number of persons that may constitute a family.

With respect to ensuring that residential development regulations contain flexibility to accommodate the special needs of the physically disabled, Task HE 15.3 mandates that the City establish a reasonable accommodation procedure that provides ministerial (administrative) relief from the various land-use, zoning, or building regulations that may constrain housing opportunities for persons of disabilities. Additionally, Task HE 15.4 amends the City's second unit regulations to establish clear procedures for providing administrative relief from the second unit parking requirement in circumstances where the parking requirement would otherwise prevent the construction of a second unit for a disabled person.

Non-Governmental Constraints

Constraints attributable to the private market that affect the improvement, maintenance and production of housing are generally categorized as non-governmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs. Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment which makes Daly City a desirable place to live. Market forces continue to push land costs upward resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is a decreasing opportunity for home ownership to a growing proportion of Daly City residents. Additionally, there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

Market Conditions. Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods east of Interstate 280.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well-maintained, standard housing. In this regard, the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating cost, including mortgage payments, taxes, insurance and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate and with it the neighborhood.

Construction Costs. Based on building cost estimator guides, the cost of constructing a wood-frame, single-family residence in the Bay Area has increased significantly since 1980 with lumber, concrete and labor constituting the most rapidly rising components. The construction cost, without considering land costs, financing, etc., for an average single-family home in Daly City is approximately \$200,000. The cost of a single-family lot that can be built on varies depending on the characteristics of the property (e.g. sloped) and location. A 2,500 square foot lot will cost from \$300,000 to \$400,000.

Availability of Financing. Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation and other techniques. The long-term outlook for interest rates is highly uncertain, and will be influenced by such factors as deficit

spending by the federal government, federal housing policy, borrowing needs of businesses and individuals, and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest rate reducing programs (e.g. Housing Revenue Bond and Residential Rehabilitation Programs that benefit specific groups like low and moderate income households, first-time home buyers, and groups with special needs).

Regional Housing Needs Assessment

State law requires that a local Housing Element include a projection of the housing units by income category for the forthcoming planning period and that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. The Government Code states that, "...a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisdiction's general plan." Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Need Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the County, participated in the development of the RHNA identified within this section.

Income Definitions (Federal)

The United States Department of Housing and Urban Development (HUD) identifies the five income categories below for the development of the Consolidated Plan and Strategy for Housing and Community Development, which is prepared every five years by City of Daly City as required by federal mandate. Through each of these categories, the Federal Government sets the maximum dollar amount that a household should pay for housing. By the current standard, the amount that a household pays for housing should not exceed 30 percent of their gross income for rent or mortgage payments including utility costs. Households that pay more than 30 percent of gross income for housing are considered to have a cost burden, while households paying 50% or more for housing are considered to have an extreme cost burden.

Extremely Low-income:	A household earning 30 percent or less of the area median income. In 2009, a family of four earning \$33,950 or less in San Mateo County is considered to fall within the extremely low-income category.
Very Low-income:	A household earning between 31 and 50 percent of area median income. In 2009, a family of four earning between \$33,950 and \$56,550 in San Mateo County is considered within the very low-income category.
Lower-Income:	A household earning between 51 and 80 percent of the area median income. In 2009, a family of four earning between \$56,550 and \$90,500 in San Mateo County is considered within the lower-income category.
Moderate Income:	A household earning between 81 and 120 percent of the area median income. In 2009, a family of four earning between \$90,500 and \$116,150 in San Mateo County is considered within the moderate-income category.
Median Income:	The point at which 50 percent of all households earn more and 50 percent earn less than the area median income. In 2009, the median income for a family of four in San Mateo County is \$96,600.

Income Definitions (State)

The State of California Department of Housing and Community Development (HCD) uses federally defined income categories as a basis to administer their housing programs. The Association of Bay Area Governments (ABAG) calculates future housing needs using the five income categories of:

- Very low (50 percent or less of the area median income)
- Low (51 to 80 percent of the area median income)
- Moderate (81 to 120 percent of the area median income) and
- Above moderate (greater than 120 percent of the area median income)

However, ABAG incorporates the federal definitions of income in their existing need since the existing need estimates are derived from HUD calculations.

Regional Housing Needs Allocation (RHNA)

Housing Element law requires a quantification of Daly City's share of the regional housing need as established by the Association of Bay Area Governments (ABAG) in its Regional Housing Need Plan (RHNP). The Regional Housing Need Allocation (RHNA) for Daly City represents the minimum projection of additional housing units needed to accommodate household growth of all income levels by the end of the housing element's statutory planning period (June 30, 2014). As shown in Table HE-24, the City must demonstrate that it can accommodate a total of 1,207 new dwelling units distributed among five income categories by 2014.

Table HE-24: Regional Housing Need Allocation ("RHNA") 2009 to 2014

Income Category	RHNA 2009-2014	Annual Construction Requirement	Maximum Income (2009)
Extremely Low	120	24	\$ 33,950
Very Low	121	24	\$ 56,550
Low	121	24	\$ 90,500
Moderate	338	68	\$ 114,000
Above Moderate	507	101	
	1,207	241	

Source: Association of Bay Area Governments (ABAG); HUD

Notes: Maximum sales price assumes 30 percent GAI devoted to PITI, 10 percent down on 6.25%, 30yr fixed loan, \$350 HOA dues; maximum rental price for three-bedroom unit, assuming maximum 30 percent GAI devoted to rent; The RHNA projects a housing need of 241 total very low-income units, of which 50 percent is estimated here to be extremely low-income. Maximum incomes are for a four-person household.

Adequate Sites Inventory and Analysis

This section will demonstrate that existing zoning, together with tasks identified in this Housing Element to amend the zoning regulations affecting several parcels identified on Table HE-27, that the City of Daly City provides a sufficiently zoned number of parcels capable of accommodating the 1,207 dwelling units allocated to Daly City by the Regional Housing Need Allocation between the years 2009 and 2014.

Units Approved, Under Construction, or Built

According to State guidelines, Daly City may count housing units approved, under construction, or built since January 1, 2007 toward satisfying its RHNA goals for this planning period. Table HE-26 on page [insert page] identifies the total number of built, approved, or under construction in Daly City since January 1, 2007. Of these units, 38 are affordable for extremely low-, 30 are affordable for very low-, 46 for low-, 33 for moderate-, and 366 above-moderate income households. Units affordable to extremely low-, very low-, low- and moderate-income households shown in Table HE-26 are deed restricted affordable units produced through the affordable housing agreements between the City and developers, disposition and development agreements (when Redevelopment Agency funding or property had been utilized in the construction), or through project conditions of approval.

Remaining Housing Need

In addition, Table HE-25 identifies Daly City's remaining housing need for the planning period. This calculation is achieved by subtracting the number of housing units built, approved, or under construction since January 1, 2007 from Daly City's current 1,207-unit RHNA within each income affordability category. As shown in the table, 513 units have been built, approved, or under construction within this planning period, resulting in a remaining housing need of 694 units. This remaining need is allocated among 82 units for extremely low-, 91 units for very low-, 75 units for low-, 305 units for moderate-, and 141 units for above-moderate income households.

The City of Daly City is obligated by State law to ensure that appropriately zoned land exists in the city that would allow construction of all of these 694 units. To address this requirement, Table HE-16 contains a list of those vacant and underutilized sites in Daly City that have the potential, if developed, to address the 694-unit remaining housing need identified in Table HE-26. Like Table HE-26, Table HE-27 on page 60 identifies the remaining need by income affordability category.

A summary of the information provided in Tables HE-26 and Table HE-27 is as follows:

Table HE-25: Summary of Regional Housing Need Allocation Compliance

	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Regional Housing Needs Allocation (RHNA) 1999-2007 [A]	120	121	121	338	507	1207
Units Build, Approved, or Under Construction Since 1/1/07 [B]	38	30	46	33	366	513
Remaining Housing Need [A minus B]	82	91	75	305	141	694
Total DU Potential from Table HE-X	38	115	76	305	229	763
Total Affordable DU Surplus/Deficit	-44	24	1	0	88	69
Total Affordable DU Potential from Table HE-X On Sites Designated for Residential Uses Only [D]	28	85	56	226	169	565
Percent of Affordable Units On Sites Designated for Residential Uses Only [D/C]	74%	74%	74%	74%	74%	74%
Affordability/RHNA Requirement Satisfied	No[†]	Yes	Yes	Yes	Yes	Yes

Tasks Necessary to Address Shortfall of Adequate Housing Sites

As identified in Table HE-25, the sites identified in Table HE-27 are sufficient to address both the Regional Housing Need Allocation for all income affordability categories except the Extremely Low-Income category where a deficit of 44 units is present. To address this deficit, the City has developed tasks to increase the number of second units in Daly City and, in particular, smaller second units which are those most likely to be affordable to households of extremely low-income, i.e., less than \$33,950 for a four-person household. They are as follows:

- Remove an existing 16 dwelling unit per acre cap presently imposed in Daly City's older neighborhood and instead align the density applicable to second unit to be consistent with the General Plan density. The requirement to complete this amendment to the Zoning Ordinance is identified as Task HE-5.1 on page 69;
- Remove the parking requirement for small units inside small homes that conform to the City's parking regulations. The requirement to complete this amendment to the Zoning Ordinance is identified as Task HE-5.2 on page 69; and
- Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City. The requirement to complete this amendment to the Zoning Ordinance is identified as Task HE-5.3 on page 70.

On average, there are about ten applications for second units approved each year. While there are many inquiries from homeowners about potentially adding a second unit to their home, many homeowners are disallowed from doing so either because their property is of insufficient size to support the amount of parking required for a second unit, the neighborhood density will not support additional units, or the home is not occupied by the homeowner. The changes identified above are targeted toward broadening the City's existing second unit program in a way that would allow smaller second units in Daly City's older neighborhoods which are within walking distance to transit and retail/eating establishments on Mission Street. Staff estimates that these modifications could double the number of permissible second units each year dispersed throughout the City, effectively addressing the 44-unit City extremely low-income housing supply deficit identified in Table HE-27. Evaluations of second unit affordability in Daly City have historically shown that the sub-\$800 rental market is provided almost entirely in the city's existing second unit housing stock. As part of the program to expand the amount of the smaller, more affordable second units in Daly City, this Housing Element also commits the City to monitoring second unit construction and rental activity on an annual basis and reporting this information in the City's General Plan Annual Report in Task HE-5.5.

In order to fully comply with the State's "by right" requirement, which mandates that sites necessary to satisfy the City's RHNA not be subject to conditional use permit or other discretionary approvals, it will be necessary for the City to complete the following amendments to the Zoning Ordinance:

- Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. The requirement to complete this amendment is identified as Task HE-6.1 on page 69;
- Amend the Sullivan Corridor Specific Plan to allow the density designation and floor area ratio sufficient to permit the dwelling unit count identified on Table HE-15 for the 1.38-acre site located

at the northwest corner of Bryant Street and Pierce Street. The requirement to complete this amendment is identified as Task HE-6.2 on page 116; and

- Rezone the one-acre site located at 169 First Avenue to a residential zone capable of permitting at least 20 dwelling units per acre. The requirement to complete this rezoning is identified as Task HE-6.3 on page 116.
- Amend the planned development zoning (PD #46) for the 2.49-acre 1050 St. Francis Boulevard site identified in Table HE-27 to remove the 36 dwelling unit maximum presently imposed by the zoning. The maximum density shall instead reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre. The requirement to amend the planned development zoning is identified as Task HE-6.4 on page 116.
- Amend the BART Station Area Specific Plan to redesignate the three-parcel site totaling 1.73 acres situated north of East Market Street between Mission Street and First Street to the Neighborhood Commercial Residential Above specific plan designation, modify the development parameters (e.g., maximum number of stories) to ensure that the development allowance is consistent with other parcels in the (new) C-MU Commercial Mixed-Use zone, and rezone the site concurrent with the establishment of the C-MU zone for all other Mission Street parcels. The site is currently designated Neighborhood Commercial in the BART Station Specific Plan. The requirement to amend the specific plan is identified as Task HE-6.5 on page 116.

Affordability Assumptions

Table HE-27 allocates units by income level using “default density” standards established by the California Department of Housing and Community Development (HCD). The default density standard for Daly City is 30 dwelling units per acre. This means that if a site permits residential densities of 30 dwelling units per acre or more, HCD must accept housing capacity on the site as appropriate for accommodating Daly City’s housing need for “lower-income” households. If a site does not allow a residential density of 30 dwelling units per acre or more, housing capacity on the site must be assumed to be affordable only for above moderate-income levels.

For sites that meet the default density standard, State law is silent on specific affordability level assumptions (e.g. extremely low, very low, low or moderate). Based on historic affordability levels and new policies and actions in the Housing Element, Daly City has assumed approximate affordability levels of ten percent for extremely low-, seven percent for very low-, ten percent for low-, 15 percent for moderate- and the remainder for above moderate-income households. The unit allocation among income categories in Table HE-27 reflects these assumptions.

Realistic Development Capacity Assumptions

This Housing Element utilizes the following assumptions regarding the realistic development capacity of sites identified on Table HE-27, which have been segmented to sites which are anticipated to be exclusively residential and sites that are anticipated to be mixed-use in nature.

Sites zoned exclusively for residential uses. Of the 22 housing sites on the Potential Housing Sites Inventory List, 15 sites are subject to zoning regulations which allow exclusively residential uses. The anticipated density on these sites ranges from 15 dwelling units per acre to 50 dwelling units per acre, largely reflecting the *maximum* permissible General Plan density currently attributable to each of these sites. The City has assumed that development will occur at or near the maximum permissible density because development trends in Daly City have historically supported this assumption. Of the 16 residential housing projects proposed over the past 20 years in traditional residential zones (exclusive of

new projects in planned development zones), all multi-family housing development has maximized the density allowed by the General Plan Land Use Map and all single-family proposals have utilized the smallest permissible lot size allowed by the zoning.

Sites not zoned exclusively for residential uses. The remaining seven sites on the Potential Housing Sites Inventory List are not zoned exclusively for residential uses and are characterized as “underutilized” sites located in either the Mission Street or Geneva Avenue corridors, meaning that property owners have either expressed an interest in redeveloping their properties or have previously obtained land use entitlements to do so. These corridors are more urban in nature than other areas in Daly City and development within them has historically exceeded 50 dwelling units per acre. Examples of recent projects built at similar densities include: Hillcrest Gardens – 35 Hillcrest Drive (100 du/ac), Vista Grande – 6730 Mission Street (63 du/ac), Schoolhouse Station – 99 School Street (67 du/ac), The Geneva Condominiums (57 units per acre), and Landmark Daly City (56 units per acre). Each of these projects replaced previously existing uses and all, except for Hillcrest Gardens, contains a mixed-use ground level retail component.

Both the Mission Street and Geneva Avenue corridors are presently zoned C-1 Light Commercial and are identified for rezoning to C-MU Commercial Mixed Use in Task HE-3.1 primarily as a means to promote housing construction with ground floor retail uses through a more streamlined development review process than currently exists. Neither the existing General Plan Land Use Element nor the Zoning Ordinance identifies a maximum residential density in the Retail and Office General Plan designation or C-1 Light Commercial zone designation for these areas. The new land use element C-MU zoning which replaces the existing C-1 zoning will also likely not impose density limitations. Parking and ground level retail proportions to be introduced as part of the new C-MU zoning will provide unit limits on individual development projects.

Given the recent downturn in the housing market, it has been the City's experience that developers will more likely pause the development review process than reduce the number of units to allow the project to advance. The reasons for this are complex, but most likely related to the fact that many developers purchased property for residential or mixed-use projects during the last period of economic growth when land values on the San Francisco Peninsula reached historical highs.

Non-Vacant Housing Sites

Of the 22 sites identified in Table HE-27, 12 sites are occupied by existing structures or parking lots. Of these 12 sites, six sites are occupied by existing greenhouses, nurseries, and other agricultural land uses which have an improvement-to-land value ratio of less than 1.0, supporting the notion that redevelopment of these properties is feasible and even likely, given the history of sites with agricultural uses being converted to residential uses in Daly City. For example, the site at 89 Second Avenue (.46 acres), which is currently for sale, is presently occupied by both a greenhouse and a single-family home. The real estate listing for the property identifies the site as a potential multi-family housing site.

Of the remaining six sites intended to meet the RHNA, only five sites have significant existing buildings (one site is occupied by a church parking lot that is not necessary to provide required parking by the church which owns it). A complete analysis of these sites is as follows:

6800 Mission Street. This 0.42-acre privately-owned site was approved by the City Council in November 2006 for a mixed-use building encompassing 36 condominium units and approximately 6,000 square feet of ground-level retail. The site, which is presently occupied by a non-operational automobile dealership, is presently for sale. The condition of the building, constructed in the 1950s, is poor and the land-to-property value ratio for this is 0.008. The real estate listing for the property identifies the site as a potential multi-family housing site.

6824 Mission Street. This 0.36-acre publicly-owned site is presently occupied by a non-operational 800-square foot auto sales office. The site was acquired by the Daly City Redevelopment Agency (now a Successor Agency) in 2007 and is intended for redevelopment as a mixed-use building encompassing

ground level retail with residential uses above. The condition of the building, constructed in the 1940s, is also poor, and the land-to-property value ratio for this is 0.38. This site is immediately adjacent to the mixed-use building at 6800 Mission Street described above and, for this reason the Total Development Capacity assumption in Table HE-27 reflects the same density that was proposed and approved as part of the 6800 Mission Street project.

6031/6041 Mission Street. This 0.13-acre privately owned site is currently occupied by an operational auto repair garage that the current property owner intends to tear down and build an 11-unit mixed-use building, as reflected in the owner's development application. The condition of the building, constructed in the 1940s, is poor, and the land-to-property value ratio for this is 0.70. The development capacity identified in Table HE-27 reflects both the number of units identified at this location and a City staff assessment that the 11 units on the site could be built upon the property subject to the parking reductions proposed in this Housing Element.

East Market Street between Mission Street and First Street. This 1.73-acre privately owned site consists of three parcels owned by a single entity which has expressed interest in redeveloping all or a portion of the site. A roughly 0.37-acre portion of the site is vacant, with the balance of the site occupied by existing operational retail buildings, an operational bank and the parking and drive aisles associated with these uses. The combined land-to-property value ratio for the entire site is 0.69, although the ratio for the parcel which contains the bank is 2.7. Because of the high land-to-property value ratio associated with the bank, the 0.74-acre figure identified in Table HE-27 omits the bank portion of the property together with a 0.78-acre portion of the site associated with the bank parking lot.

The development capacity identified in Table HE-27 for this site reflects a modest estimate of the potential density of the site at 40 dwelling units per acre, roughly half the density approved at 6800 Mission Street and three-quarters the density constructed at Landmark Daly City (6501 Mission Street). To allow a mixed-use development containing residential uses and to ensure the most comprehensive development project, it will be necessary to amend the BART Station Specific Plan to redesignate the three-parcel site totaling 1.73 acres situated north of East Market Street between Mission Street and First Street to the Neighborhood Commercial Residential Above specific plan designation, modify the development parameters (e.g., maximum number of stories, site coverage, etc.) to ensure that the development allowance is consistent with other parcels in the (new) C-MU Commercial Mixed-Use zone, and rezone the site concurrent with the establishment the C-MU zone for all other Mission Street parcels. The site is currently designated Neighborhood Commercial in the BART Station Specific Plan. The requirement to complete this rezoning is identified as Task HE-6.5 on page 70.

1698 Bryant Street. This 1.38-acre privately owned site is currently occupied by an operational auto repair garage that has previously been considered by a non-profit housing developer for the construction of 48 apartments. The condition of the building, constructed in the 1950s, is average, and the land-to-property value ratio for this site exceeds 3.0, due in large part to an extremely low (\$22,000) land value attributable to the site per the San Mateo Tax Collector. The development capacity identified in Table HE-27 reflects the density advanced as a part this developer's proposal and a City staff assessment that 48 apartments could be built upon the property subject to both the parking reductions proposed in this Housing Element and an amendment to the Sullivan Corridor Specific Plan which would allow the density designation and floor area ratio sufficient to permit at least 48 dwelling units on the site. The overall site density with this number of units would be 35 dwelling units per acre. Monarch Village, with a density of 65 dwelling units per acre, is under construction immediately across Pierce Street from the subject parcel. The requirement to complete the Sullivan Corridor Specific Plan Amendment is identified as Task HE-6.2 on page 116.

Table HE-26: Units Built, Approved, and/or Under Construction, January 1, 2007 to July 1, 2009

Project	Location	Site Size	Permitted Density	Status	Funding Source	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total
Hillcrest Gardens Senior Apartments	35 Hillcrest Boulevard	0.40 ac	100 du/ac	Built	ABHOW, HOME, CDBG, HEART, DCRA, HUD	38	1	1	0	0	40
Monarch Village Senior Apartments	165 Pierce Street	3.18 ac	65 du/ac	Construction	Private financing	0	0	16	16	176	208
The Geneva Condominiums (Mixed Use)	2665 Geneva Avenue	1.26 ac	57 du/ac	Built	Private financing	0	0	11	0	61	72
Landmark Daly City Condominiums (Mixed-Use)	6501 Mission Street	1.70 ac	56 du/ac	Built	Private financing	0	0	0	14	81	95
Habitat for Humanity Multifamily	7555 Mission Street	0.69 ac	52 du/ac	Approved	DCRA, HOME, HCD	0	18	18	0	0	36
Annie Street Duplexes	1626-1636 Annie Street	0.22 ac	27 du/ac	Built	Private financing	0	0	0	0	6	6
Edgeworth Duplexes	1645 Edgeworth Ave	0.18 ac	22 du/ac	Approved	Private financing	0	0	0	0	4	4
Kauai Estates	900 Crocker Avenue	0.40 ac	18 du/ac	Built	Private financing	0	0	0	0	7	7
Accacia/Velasco Single Family Homes	Accacia/Velasco	0.69 ac	17 du/ac	Approved	Private financing	0	0	0	0	12	12
Zita/Eastmoor Townhomes	211 Eastmoor Avenue	1.00 ac	17 du/ac	Approved	Private financing	0	0	0	3	14	17
Annie Street Single Family Homes	1616-1624 Annie Street	0.34 ac	15 du/ac	Built	Private financing	0	0	0	0	5	5
Habitat for Humanity Single Family Homes	301 - 313 Habitat Way	0.49 ac	14 du/ac	Built	PHH, HOME	0	7	0	0	0	7
Habitat for Humanity Single Family Homes	523 - 539 De Long Street	0.29 ac	14 du/ac	Built	PHH, HOME, DCRA	0	4	0	0	0	4
Units Constructed, Approved, or Proposed Since January 1, 2007						38	30	46	33	366	513
Regional Housing Needs Allocation (RHNA) 1999-2007						120	121	121	338	507	1207
Remaining Housing Need						82	91	75	305	141	694

Table HE-27: Potential Housing Sites Inventory List

Map #	Reference Name (owner name)	Location	General Plan Designation	Zoning	Existing Use	Site Size	Permitted Density (du/ac)	Extremely Low	Very Low	Low	Moderate	Above Moderate	Total Development Capacity	Notes
1	Gigli (former) properties (DCRA)	6824 Mission Street (APN 003 172 170)	Retail/Office Commercial [†]	C-1 Light Commercial	Mixed-Use Building	0.36	86	2	5	3	12	9	31	Zone text amendment required (see Policy HE X.X)
2	Mission Street Mixed Use (Alpha Group)	6800 Mission Street	Retail/Office Commercial [†]	C-1 Light Commercial	Auto dealership (non-operational)	0.42	86	2	5	4	14	11	36	Approved prior to 1/1/2007; all approvals valid
3	6031/6041 Mission Street (Britton)	6031 Mission Street (004-154-340 and 350)	Retail/Office Commercial [†]	C-1 Light Commercial	Retail building	0.13	83	1	2	1	4	3	11	Zone text amendment required (see Policy HE 6.1)
4	Geneva Avenue bet. Pasadena/Castillo (Schembri/Waldman)	2321 and 2333 Geneva Avenue (APN 005 061 010 thru 070)	Retail/Office Commercial [†]	C-1 Light Commercial	Vacant land	0.37	57	1	3	2	8	6	21	None
5	Geneva/Rio Verde NE Corner (Patel)	[no assigned address] (APNs 005 065 120, 130, 140, and 190)	Retail/Office Commercial [†]	C-1 Light Commercial	Vacant land	0.35	57	1	3	2	8	6	20	None
6	Castle/Third Greenhouse Site	89 Third Street (APN 006 234 030)	Residential High Density	R-3 Multiple-Family Residential	Greenhouse and existing home	0.46	50	1	3	2	9	7	23	None
7	Serramonte Condominiums	[no assigned address] (APN 091 247 080)	Residential High Density	Planned Development	Vacant land	4.00	50	10	30	20	80	60	200	None
8	130 Station Avenue (Uniacke)	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	Vacant land	0.23	50	1	2	1	5	3	12	None
9	Brunswick Street across from Chelsea Court (Mormon Church)	[no assigned address] (APN 003 210 260)	Commercial Retail and Office	C-2 Heavy Commercial	Vacant land	1.15	43	3	8	5	20	15	50	None
10	E. Market between Mission Street and First Street (Garibaldi)	[no assigned address] (APNs 006 251 210, 220, and 230)	Retail/Office Commercial [†]	C-1 Light Commercial	Office building and vacant land	0.74	40	1	4	3	12	9	30	Zone text amendment required (see Policy HE 6.5)
11	Serramonte Del Rey (JHSD)	[no assigned address] (APN 091 211 230)	Office Commercial	Planned Development	Closed high school site (vacant portion)	4.97	35	9	26	18	70	53	175	None
12	Samoan Church Property	[no assigned address] (APN 005 067 210 and 220)	Residential Medium Density	R-2 Two-Family Residential	Parking lot	0.57	35	1	3	2	8	6	20	None
13	St. Francis Court Condominiums (Skyline Heights Partners)	1050 St. Francis Boulevard (APN 091 211 340)	Residential Medium Density	Planned Development	Vacant land	2.49	35	4	13	9	35	26	87	Zone text amendment required (see Policy HE 6.4)
14	Bryant Street Apartments	1698 Bryant Street (APN 006 346 140)	Commercial Retail and Office (C-R/O)	Residential Retail Commercial (C-R/R)	Auto repair (operational)	1.38	35	2	7	5	19	14	48	Zone text amendment required (see Policy HE 6.2)
15	First Avenue Greenhouses (Alioto)	169 First Avenue (APN 006 252 080)	Residential Medium-Low Density	Interim District	Greenhouses	1.00	20	0	0	0	0	20	20	Zone map and text amendment required (see Policy HE 6.3)
16	Washington/Bryant Greenhouse Site	[no assigned address] (APN 006 345 070)	Residential Retail Commercial (C-R/R)	Residential Retail Commercial (C-R/R)	Nursery (no structures)	0.34	15	0	0	0	0	5	5	None
17	Edgeworth Greenhouse Site (Shimamoto)	No address assigned (APN 006 346 170)	Residential Retail Commercial (C-R/R)	Residential Retail Commercial (C-R/R)	Greenhouse	0.17	15	0	0	0	0	3	3	None
18	Edgeworth/Washington Greenhouse Site	[no assigned address] (APNs 006 344 020 and 160)	Residential Retail Commercial (C-R/R)	Residential Retail Commercial (C-R/R)	Greenhouse and nursery	1.02	15	0	0	0	0	15	24	None
19	Calgary Street/Rio Verde single family (Baldini)	55 Calgary Street (APNs 005 064 260 and 280)	Retail/Office Commercial [†]	Planned Development	Vacant land	0.34	23	0	0	0	0	8	8	None
20	Rio Verde greenhouses (Perlite)	[no assigned address] (APN 005 064 210)	Residential Medium-Low Density	R-1 Single-Family Residential	Greenhouses	0.40	20	0	0	0	0	7	7	None
21	Lisbon Street Greenhouse Site (Podesta)	640 Lisbon Street (APN 006 453 020)	Residential Medium-Low Density	R-1 Single-Family Residential	Greenhouse	0.27	15	0	0	0	0	4	4	None
22	Smith Property	[no assigned address] (APN 003 211 310)	Residential Low Density	R-3 Multiple-Family Residential	Vacant land	5.12	15	0	0	0	0	74	74	None
Total								38	115	76	305	365	908	
Balance								-44	24	1	0	224	214	

[†] Properties within the Retail/Office Commercial General Plan Land Use designation are not subject to density limitations; project densities for the properties reflect recent development trends for proposed and/or completed mixed-use projects within the same zone.

Quantified Objectives

Based on the objectives outlined in this Housing Element, the City has established the quantified objectives shown in Table HE-28 to meet its housing needs over the 2009-2014 planning period. A more detailed discussion follows.

Table HE-28: Quantified Objectives by Income Category

Income Category	Extremely Low	Very-Low	Low	Moderate	Above Moderate	Total
Vacant Sites	4	12	8	31	40	94
Underutilized Sites	4	11	7	30	33	86
New Second Units	9	2	2	0	0	13
Conservation	3	3	0	0	0	6
Rehabilitated Units	2	1	0	0	0	3
Preserved Units	12	12	0	0	0	24
Total	33	42	17	61	73	226

Construction Objective

As identified in the *Population and Employment Characteristics* section, the population of Daly City can expect to grow by 13,700 residents between 2010 and 2030. This figure represents an addition of about 685 new residents per year or an annual population growth rate of 0.64 percent. Based on the current household size (3.37 persons per household), this population increase will create an annual need for about 200 housing units each year between 2010 and 2030.

Taking into account existing housing units under construction, this long-term 200 unit-per-year target roughly correlates to the five-year 1,207 unit construction target established as part of the Regional Housing Need Allocation (RHNA) (see *Regional Housing Needs Assessment* section for discussion). According to the Potential Housing Sites Inventory List, there are a 22 development sites on which housing a which significant housing developments could be constructed. These sites range in size from .13 acres to 5.12 acres, and range in approved or allowed density from 15 units per acre to 86 units per acre. Combined, the sites could provide as many as 908 dwelling units, or enough housing for about 3,060 new residents.

Although the Potential Housing Sites Inventory List satisfies Daly City's RHNA until the year 2014, it does not identify which sites will be available for housing development beyond this timeframe. For this reason, the City has developed a comprehensive set of housing policies targeted toward maximizing the use of both vacant and previously development properties not reflected in the Potential Housing Sites Inventory List.

Rehabilitation Objective

In order to upgrade deteriorated dwelling units found throughout Daly City, the City will work to complete the rehabilitation of 31 dwelling units per year for the years 2009 through 2014. While it is not possible to specify precisely which units will be rehabilitated, the quantified objective is, within the next seven years, to correct 90 percent of the residential buildings with major or critical deficiencies identified in the Housing Conditions Survey. While the City's Residential Rehabilitation Program is not targeted to a specific area and property owners throughout the City may avail themselves of the Program, the neighborhoods east of Interstate 280 have the highest concentration of dilapidated units and may likely require a greater proportion of the residential rehabilitation resources.

This category also includes rehabilitation loans or grants to provide access for handicapped persons. Eligible homes can be retrofitted with such modifications as ramps, grab bars, lowered sinks and widened doorways. The City implemented the Senior Minor Home Repair Program in July 1990 that offers grants to seniors to make necessary repairs to their homes, often deferring the cost of repair until the dwelling is sold. Also, the City has annually allocated CDBG funds to a nonprofit, Center for the Independence of the Disabled, to provide free home modifications for eligible households with disabled members.

Replacement Objective

The City will seek to remove by appropriate means all buildings identified as not suitable for rehabilitation. A substandard building is considered not suitable for rehabilitation if improvement costs to make it into decent, safe and sanitary housing exceeds the cost of replacing it with a newly constructed building. Such units are, by definition, considered to be in such a state of disrepair that rehabilitation is not feasible, and occupancy of these units on a long-term basis poses a significant threat to health and safety of the occupants.

Recognizing the guidelines for replacement, it is nearly impossible to determine the precise number of units not suitable for rehabilitation. In a few extreme cases, dilapidated and structurally unsound buildings will require major work (e.g., new foundations, structural modifications, new heating and plumbing) to the extent that demolition and complete new construction would be more cost effective. The structural problems associated with these properties usually go undetected in a windshield survey of building conditions like the one completed in July of 2001 and updated in 2008. However, based on previous demolition permits issued by Daly City a total of three such units per year is anticipated. The Replacement Objective for the current planning period from 2009-2014 is, therefore, 15 units.

Preservation Objective

In order to conserve the existing housing stock, the City should avoid actions that would adversely affect existing, sound dwellings, such as rezoning to non-residential uses and approving major demolition projects without adequate replacement housing. The preservation objective also contributes to the provision of a balanced housing supply by discouraging the demolition of lower cost housing that would be replaced with more expensive housing, unless that housing complies with the previously cited housing construction objectives. The San Mateo County Housing Authority, along with the City, is presently monitoring the one at-risk rental property, Villa Fontana Apartments with 120 affordable units), in Daly City to ensure its long-term affordability.

Preservation of Affordable At-Risk Housing Units

California Government Code Section 65583 requires jurisdictions to evaluate the potential for low-income housing projects to convert to non-low-income housing and to propose activities to preserve or replace the converted units. The following information is required:

- An inventory of restricted low-income housing projects in the City and their potential for conversion;
- An analysis of costs for preserving and/or replacing the units at risk;
- An analysis of the organizational and financial resources available for preserving and/or replacing the units at risk;
- Quantified objectives for the number of at-risk units to be preserved;
- Programs for preserving the at-risk units

The State requires that the analysis include projects that are at-risk of converting during the next two five year planning periods under the Housing Element.

Inventory of At-Risk Units

This section identifies in Daly City the low-income units at-risk of converting to market rate units during the next ten years and evaluates the likelihood of conversion.

This inventory includes all multiple-family units which are assisted under a variety of federal, State, and local programs, including HUD programs, State and local bond programs, redevelopment programs and local in-lieu fees, inclusionary housing policies, density bonuses, and direct assistance programs. The inventoried units should be those eligible to change to market rate housing uses due to termination of subsidy contract, mortgage prepayment, or expiring use restrictions. Within Daly City, there is only one government assisted low-income housing project (see description below) at-risk of converting to market rate housing use during the next ten years.

Apartment Name:	Villa Fontana
Owner:	G&K Management Co., Inc. 5150 Overland Ave. Culver City, CA 90230
Total Unit Count:	120 (of which all are targeted to elderly and/or disabled and 112 are Section 8 units)
Mortgage Type:	HUD Section 236 Mortgage and Section 8 Agreement. While the Section 236 Mortgage contract does not expire until September 2016, the owner executed a HUD Mark Up-to-Market agreement on October 1, 1999 that prevents it from opting out of its project-based Section 8 contract until September 30, 2004.

Amberwood Apartments in Daly City is no longer on the at-risk inventory for Daly City because it opted out in July 1999. Amberwood contains 123 elderly units. This project was originally funded with a HUD 221(d)(4) loan. All tenants in the complex now receive Section 8 vouchers from the San Mateo County Housing Authority. Presently, the owner of Amberwood Apartments is voluntarily participating in the Section 8 Voucher Program and has not indicated any intentions to discontinue program participation in the near future.

If owners of at-risk housing complexes wish to prepay the HUD loan or terminate their HUD contract, they must notify affected tenants and public agencies at least one year prior to sale or termination under federal and State law. In addition, State law requires that owners of at-risk multifamily buildings seeking to sell or end their HUD contract provides qualified organizations interested in maintaining the affordability of the units first right of refusal.

With the current state of high cost housing market in San Mateo County, it is difficult to assess whether the City's at-risk units will convert to market housing or not. However, the Villa Fontana ownership appears to find its HUD subsidies satisfactory as evident from its recently re-negotiated Mark Up-to-Market agreement for project-based Section 8. Meanwhile, Amberwood Apartments, which opted out in July 1999, continues using HUD assistance by accepting tenant-based Section 8 vouchers. There has been no noticeable discontent with HUD assistance from either Villa Fontana or Amberwood Apartments. The San Mateo County Housing Authority and HUD, not Daly City, have purview over Villa Fontana's HUD mortgage. The City will monitor its at-risk units on its own initiative and work with and support the County Housing Authority and HUD to make sure these units remain affordable (see Program 16 on Page 119).

Cost Analysis of Preservation and Replacement

The following analysis examines the cost of preserving the units at-risk and the cost of producing replacement rental housing comparable in size and rent levels to the units which might convert to market rate prices. In addition, this analysis will compare the costs between preservation and replacement.

Preservation costs. In the Bay Area, including Daly City, housing prices have undergone dramatic increases in recent years. A comparable apartment building in size and rents to Villa Fontana Apartments was recently listed for sale at \$11.2 million, or \$112,000 per unit. Applying this per unit estimate to Villa Fontana, with its 120 units, would result in a market value of approximately \$13.4 million. The costs of preserving units discussed above factor in purchase, rehabilitation, and maintenance costs. Maintenance costs are assumed to be low for Villa Fontana given its age and excellent condition.

Replacement costs. The cost of developing new housing depends on a variety of factors such as density, size of units, location and related land costs, and type of construction. Land costs in the Bay Area are among the highest in the nation. The cost to replace Villa Fontana Apartments has been estimated using average costs for land and construction in Daly City. The per unit replacement cost is estimated to be between \$100,000 to \$125,000 per unit. Consequently, the replacement cost for the 120-unit Villa Fontana Apartments would range from \$12 million to \$15 million. Based on the present day housing market and its inflated prices, the replacement cost for Villa Fontana is likely nearer the higher end of the range.

Under the earlier analysis of preservation costs, it was assumed that HUD Section 8 subsidies would be available annually for existing and future owners of Villa Fontana Apartments. If Congress significantly cuts Section 8 appropriations in the near future, the estimated preservation costs for Villa Fontana would increase significantly. Based on the assessment of preservation and replacement costs, preserving the City's at-risk units appears to be the most cost-effective option.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: 1) entities, such as public agencies or non-profits, with the interest and capacity to purchase and/or manage at-risk units, and 2) financial resources available to purchase existing units or develop replacement units.

Public and nonprofit agencies. As part of the research for this section, local and regional private, non-profit housing organizations were contacted. They could not make a commitment to purchase the at-risk units in the future because the need to assume ownership and management of these units is speculative at this stage. They did state, though, that they were interested and would be willing to work with Daly City to preserve the long-term affordability of these units if necessary. The organizations contacted were Mid-Peninsula Housing Coalition, Citizens Housing Corporation and Mercy Charities Housing.

The State Housing and Community Development Department (HCD) also maintains a list of qualified organizations, including nonprofit housing developers, who are interested in being given first right of refusal on any upcoming sale of federally-subsidized at-risk rental units in order to keep the units affordable.

Public financing and subsidies. As a result of the high cost of purchasing and developing housing, intense competition for available funding, and restrictions on the use of funds, financing for the preservation and/or replacement of at-risk units will likely come from multiple sources. The following funding sources have been identified for use in purchasing at-risk units in Daly City. Because new funding sources may become available in the future, the list below should not be viewed as comprehensive.

1) Redevelopment Set-Aside Funds

State law required redevelopment agencies to set-aside at least 20 percent of tax increment revenues for increasing and improving the City's supply of low and moderate income housing. As of February 1, 2012, the City's Redevelopment Agency was dissolved.

2) State Programs

The State provides several financial resources for housing development activities, including the preservation or replacement of at-risk units, through its various agencies. Since many of the State housing programs have a competitive funding cycle, Daly City would, if the situation arose, identify the amount of funding needed to preserve or replace at-risk units and apply to the appropriate programs.

- a. State Housing and Community Development Funds: State HCD offers a variety of loans and grants for housing development. One current program is the Multifamily Housing Program, which awards deferred loans for acquisition, rehabilitation and new construction.
- b. CalHFA Funds: The California Housing Finance Agency (CalHFA) operates several programs targeting both multifamily and single family housing. CHFA's multifamily housing development programs offer a range of loans to assist in the acquisition and development of affordable rental units.
- c. Tax Credits: The California Tax Credit Allocation Committee, under the State Treasurer's Office, implements the federal and State low-income housing tax credit programs, which are available to eligible acquisition, rehabilitation and/or new construction projects annually through a competitive application cycle. State tax credits can only be received upon approval for federal tax credits. Because of the highly competitive nature of the funding process, projects awarded tax credits are targeted to very low-income renters. Public or private developers are eligible to apply.

3) CDBG Funds

Through the federal Community Development Block Grant (CDBG) program, the City provides grants and loans to a wide range of housing and neighborhood development activities. As an entitlement grantee, Daly City receives CDBG funds directly from HUD each year. The City has been averaging about \$1.6 million in annual CDBG funding from HUD over the last four years which is allocated to five funding categories: general administration, housing, economic development, capital improvements and public services.

Over the last four fiscal years, an average of \$500,000 has been allocated annually towards housing activities. However, the City commits the majority of its annual CDBG funds for housing activities towards residential rehabilitation. Under the City's Residential Rehabilitation Program, grants and low interests loans are available to eligible single family and multifamily property owners.

4) HOME Funds

Daly City, in conjunction with several local jurisdictions in San Mateo County and the County itself, form a consortium to receive Home Investment Partnership Program (HOME) funds from HUD. Being a consortium enables the participating jurisdictions to take a regional approach to meeting housing needs, have consensus on prioritizing proposed projects and allocations, and pool funds and human resources. The County administers the HOME funds.

Jurisdictions in the consortium apply to the County each year for HOME dollars. Each jurisdiction within the consortium has an opportunity to review and comment on all proposed applications. Daly City has focused its HOME applications and received HOME funds in the last few years for proposed acquisition and rehabilitation of multifamily units and for homebuyer assistance to households with emergency needs. The City became HOME in FY 2003-04.

5) Other HUD Funds

Subject to annual Congressional appropriations, HUD will provide most – and in some cases all – of the financial incentives necessary for acquisition or maintenance of federally subsidized at-risk projects with existing owners or other public or private entities like non-profit organizations. Some HUD funding sources include the following:

- Restructured and/or renewed Section 8 contracts between existing owners and HUD to maintain or extend affordability of at-risk units. Villa Fontana Apartments chose this option by participating in HUD's Mark Up to Market Program and delaying any possibility of an opt out for five years.
- Section 8 Vouchers are available to tenants in at-risk multifamily units whose owners terminate their project-based Section 8 contracts to prevent any displacements. These owners can then voluntarily accept Section 8 tenant-based vouchers or else the tenants can seek out another rental unit since the vouchers are portable. If the tenants move, the vouchers will only pay up to the difference of the HUD rent standard and 30 percent of the tenant's monthly income.

Housing Goal, Policies, and Tasks

The information, analyses, recommendations and programs offered in this Housing Element are aimed at the accomplishment of a single housing goal, which was developed as part of the Envision Daly City process:

“Daly City will include well-designed housing choices for a variety of household incomes, life stages and its diverse population with a good balance between ownership and rental units. Mission Street and Geneva Avenue will be urban corridors with unique mixed-use developments and public improvement projects that add to vibrancy to these streets.”

This goal seeks to allow a wider range of choices for those who have few, if any choices. The housing goal promotes opportunities to choose a location where they want to live, select a dwelling that meets their needs, both physically and financially, and improve their living environment. An underlying theme in Daly City's General Plan, which is especially true in the Housing Element, is that as each individual is better off with more choices in any decision, so are we all.

The following section provides specific housing policies and the tasks necessary to implement the housing goal. Appendix A provides a summary of each of these policies and identifies the specific department charged with implementing each policy, the estimated completion date for each task, and the funding source that the City will use to implement each task. In many instances, task implementation will occur as part of the City's upcoming update of the Daly City Zoning which is expected to be complete by 2013.

Housing Supply

Policy HE-1: Maintain and, where possible, create larger housing development sites throughout the City

Task HE-1.1: Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies. [note: this change would only be instituted if an amendment to the minimum number of units required for new condominium project is decreased].

Task HE-1.2: Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created (see also Land Use Element Task LU 1.2).

Policy HE-2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews

Task HE-2.1: Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels

and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for streamlining and what method of streamlining will be utilized.

Task HE-2.2: Continue to exempt infill housing development proposals (including minor subdivisions) from the requirements of the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.

Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit

Task HE-3.1: Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.

Task HE-3.2: Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.

Task HE-3.3: Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses (same as Task CE-10.2).

Task HE-3.4: For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus “park-n-rides”, etc.) (same as Task CE-10.3).

Task HE-3.5: Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling (same as Task CE-10.4).

Task HE-3.6: Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however be exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit (same as Task CE-10.5).

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.).

Housing Affordability

Policy HE-5: Allow the construction of additional second units throughout the City

Task HE-5.1: Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.

Task HE-5.2: Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.

Task HE-5.3: Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.

Task HE-5.4: Continue to offer same-day, express plan check permitting for all second units (see also Land Use Element Task LU-14.4).

Task HE-5.5: Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.

Vacant and Underutilized Sites

Policy HE-6: Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation

Task HE-6.1: Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also

contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance.

Task HE-6.2: Amend the Sullivan Corridor Specific Plan to allow the density designation and floor area ratio sufficient to permit the dwelling unit count identified on Table HE-27 for the 1.38-acre site located at the northwest corner of Bryant Street and Pierce Street.

Task HE-6.3: Rezone the one-acre site located at 169 First Avenue to a residential zone capable of permitting at least 20 dwelling units per acre.

Task HE-6.4: Amend the planned development zoning (PD #46) for the 2.49-acre 1050 St. Francis Boulevard site identified in Table HE-27 to remove the 36 dwelling unit maximum presently imposed by the zoning. The maximum density shall instead reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.

Task HE-6.5: Amend the BART Station Area Specific Plan to redesignate the three-parcel site totaling 1.73 acres situated north of East Market Street between Mission Street and First Avenue to the Neighborhood Commercial Residential Above specific plan designation and modify the development parameters (e.g., maximum number of stories) to ensure that the development allowance is consistent with other parcels in the (new) C-MU Commercial Mixed-Use zone and rezone the site concurrent with the establishment the C-MU zone for all other Mission Street parcels.

Task HE-6.6: Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation.

Policy HE-7: Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map

Task HE-7.1: Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.

Policy HE-8: Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses

Task HE-8.1: Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that

the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-6.6 above).

Housing Types and Tenures

Policy HE-9: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions

Task HE-9.1: Amend the condominium regulations to reduce the number of units necessary for a new condominium building and increase the minimum number of units necessary to qualify an apartment building for condominium conversion.

Task HE-9.2: Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.

Policy HE-10: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing

Task HE-10.1: Use and leverage Federal, State and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing.

Task HE-10.2: Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.

Task HE-10.3: Continue to routinely monitor, investigate and utilize available new funding sources.

Policy HE-11: Continue to require affordable units in all new housing development and in new condominium conversions

Task HE-11.1: Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE-11.2 below is addressed.

Task HE-11.2: Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.

Task HE-11.3: Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.

Task HE-11.4: Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.

Task HE-11.5: Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Policy HE-12: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units

Task HE-12.1: Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.

Task HE-12.2: Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).

Task HE-12.3: Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).

Task HE-12.4: Develop a Density Bonus Ordinance consistent with the State Density Bonus law that identifies additional regulatory incentives for constructing higher-density affordable development projects.

Task HE-12.5: Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).

Policy HE-13: Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households

Task HE-13.1: Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing.

Task HE-13.2: Apply for and/or co-sponsor funding opportunities for the construction of rental housing.

Task HE-13.3: Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.

Policy HE-14: Assure access to services in Daly City for homeless individuals and families, and address the special needs and circumstances of these individuals

Task HE-14.1: Within one year of Housing Element adoption, amend the Zoning Ordinance to identify emergency shelters as a permitted land use, i.e., without the requirement for a use permit, in the C-R/O Commercial Retail Office zone district.

Task HE-14.2: Upon establishing emergency shelters a permitted land use in the C-R/O Commercial Retail Office zone district, the City shall establish regulations for such facilities limited to the following:

1. The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility.
2. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based upon demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the C-R/O Commercial Retail Office zone.
3. The size and location of exterior and interior onsite waiting and client intake areas.
4. The requirement for continuous on-site management and the submission of a management plan to the City that identifies security mechanisms in place during hours that the emergency shelter is in operation.
5. The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart.
6. Regulations for the maximum length of stay by any individual within a calendar year within an emergency shelter.

Task HE-14.3: Amend the Zoning Ordinance to ensure that transitional housing, as defined by State law, is allowed in any residential zone without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone.

Task HE-14.4: Amend the Zoning Ordinance to ensure that supportive housing, as defined by State law, is allowed in any residential without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone.

Policy HE-15: Require adaptability and accessibility of residential units for disabled occupants, and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.

Task HE-15.1: Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.

Task HE-15.2: Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.

Task HE-15.3: Amend the Zoning Ordinance to establish clear procedures and regulations that ensure that residential development regulations contain flexibility to accommodate the special needs of the physically disabled. Where warranted and directly related to the physical disability of the applicant, flexibility in development regulations shall be ministerial and shall include but not be limited to identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provision for relief from the various

land-use, zoning, or building regulations that may constrain housing opportunities for persons of disabilities.

Task HE-15.4: Amend the City's second unit regulations to establish clear procedures for providing administrative relief from second unit requirements in circumstances where these requirements would otherwise prevent the construction of a second unit for a disabled person.

Task HE-15.5: Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.

Policy HE-16: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.

Task HE-16.1: The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws, and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.

Task HE-16.2: Amend the Zoning Ordinance to revise the definition of family to comply with State and federal fair housing laws. The new definition shall not distinguish between related and unrelated persons, and shall not impose limitations on the number of persons that may constitute a family.

Task HE-16.3: The City will continue to contract to provide fair housing services to its residents and property owners. Services will include:

1. Distributing educational materials to property owners, apartment managers, and tenants every two years;
2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year;
3. Conducting public presentations with different community groups;
4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and
5. Referring services to appropriate agencies.

Policy HE-17: Provide financial assistance to lower income households in emergency situations

Task HE-17.1: Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).

Policy HE-18: Support a balanced distribution of quality residential care facilities

Task HE-18.1: Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons

desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.

Policy HE-19: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.

Task HE-19.1: Provide an exception to the proposed zoning regulation identified in Task HE 3.6, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.

Task HE-19.2: Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.4.

Task HE-19.3: For any new housing development utilizing public funding or publicly-owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.

Housing Maintenance

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.

Policy HE-21: Encourage housing reconstruction after fire or other natural disaster

Task HE-21.1: Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction, if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.

Policy HE-22: Preserve existing low-income housing units that are at risk of being converted to market-rate housing

Task HE-22.1: Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City

should also maintain a current list of available financial resources to fund the potential purchase of these units.

Energy Efficiency

Policy HE-23: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.

Task HE-23.1: Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.

Task HE-23.2: Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.

Policy HE-24: Mandate the inclusion of green building techniques into most new construction.

Task HE-24.1: Amend the building code to require the inclusion of mandatory green building standards for all new construction and remodels that exceed a certain valuation (to be determined at the time of the building code amendment).

Task HE-24.2: Amend the building code to require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.

Policy HE-25: Provide a greater number of street trees throughout Daly City's neighborhoods.

Task HE-25.1: Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet of curb, to the maximum extent practical. All new street trees shall receive irrigation.

Task HE-25.2: Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.

Policy HE-26: Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.

Task HE-26.1: Appoint a stormwater control manager within either the Department of Public Works or Department of Water/Wastewater charged with implementing the City's Stormwater Management Program. The manager shall be responsible for reviewing

public and private stormwater control mechanism proposals, requiring amendments to such controls as part of the development review process, and ensuring their proper construction.

Task HE-26.2: Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.

Task HE-26.3: In locations where high density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.

Policy HE-27: Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California’s greenhouse gas emissions to 1990 levels by 2020).

Task HE-27.1: Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.

Task HE-27.2: Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission:

1. All new residential construction in California will be zero net energy by 2020;
2. All new commercial construction in California will be zero net energy by 2030;
3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California’s climate; and
4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020

Policy HE-28: Promote alternative sources of energy in all homes.

Task HE-28.1: Reduce or eliminate permit fees for installations involving solar electric, wind and solar hot water systems.

Task HE-28.2: Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.

Task HE-28.3: Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.

Task HE-28.4: Amend the Zoning Ordinance to include development standards for the installation of alternative energy generating systems on residential properties.

Neighborhood Preservation and Character

Policy HE-29: Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City’s building and zoning regulations

Task HE-29.1: Establish an expanded code enforcement program targeting the abatement of garage-level habitable rooms and additions that have been constructed without permits in residential structures containing between one and two dwelling units. This task could explore a number of potential programs to effectively dissuade non-permitted room construction, including, but not limited to:

1. Increased code enforcement efforts;
2. Strengthening noticing requirements to buyers on permitted work;
3. Exploring the feasibility and effectiveness of a program aimed at abating non-permitted habitable living space; and
4. Exploring the potential for a new amnesty program.

Policy HE-30: **Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.**

Task HE-30.1: The City requires that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.

Policy HE-31: **Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density**

Task HE-31.1: Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.

Housing Programs

Several of the policies and tasks identified in the previous section require the continued implementation of existing housing programs by the City of Daly City. Although the City funds and administers many of the housing programs below, funding deficiencies for municipal housing and community development programs require creative combinations among and between the public and private sectors (e.g., cities working with other cities or other levels of government, cities uniting with the private sector, or cities sponsoring nonprofits) to help cities meet their housing needs. Some of the programs described below are administered by other agencies and are made possible by support from the City.

Residential Rehabilitation Program

The City administers a residential rehabilitation program that offers a variety of grants and loans. Grants are available to replace existing security bars on bedroom windows and exit doors. Seniors are eligible for grants of up to \$1,000 for minor home repairs. The program offers low interest rate loans to low-income homeowners for roof replacement, window installation, or exterior painting. There is also the complete rehab loan of up to \$75,000 for homeowners. This loan includes a complete home inspection, termite report, cost estimate, work write-up, assistance with contractor selection, and a final inspection. Loans are also available to rehabilitate rental units.

This program is primarily funded with Community Development Block Grant (CDBG) funds, and as a result, is targeted to low-income households. The City is an entitlement jurisdiction and receives CDBG funds directly from the Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

In addition to funding the City's Residential Rehabilitation Program, CDBG funds are used to support and fund several housing and housing-related programs carried out by various nonprofit agencies. More detailed descriptions of the programs administered by the nonprofit agencies can be found in the City's annual HUD Consolidated Plans. CDBG-supported programs serve low to moderate income persons.

Minor Home Repair

The City provides funding for minor home repair and installation of ramps, smoke detectors and/or grab bars. Minor home repair includes repair of windows, doors and plumbing fixtures. The City provides funding to three nonprofit agencies that assist Daly City residents with minor home repairs.

Homelessness Assistance

The City provides funding to four agencies that operate homeless shelters in the County. Shelter Network operates Family Crossroads, a transitional shelter for families located in Daly City; and Maple Street, an emergency and transitional shelter for individuals that is located in Redwood City. Samaritan House operates Safe Harbor, an emergency shelter located in South San Francisco and serves individuals. The Mental Health Association of San Mateo County operates Spring Street, a shelter located in Redwood City and serves homeless individuals with mental health issues. Community Overcoming Relationship Abuse (CORA) operates a shelter for women with abusive partners. All these shelters also provide supportive services to help connect their clients to other services that they may need.

Shared Housing

Shared housing is an alternative affordable rental housing option for low-income renters in small households. These renters are matched with homeowners seeking boarders. Often times, the homeowners are low-income themselves and can use the additional income provided by the rental payments. The City provides funding to help match renters with homeowners in Daly City.

Fair Housing

In recognition that housing discrimination is a wide-ranging problem, Daly City provides funding to a fair housing agency that responds to and investigates housing discrimination complaints. The agency has staff experience and expertise in dealing with housing discrimination complaints and is an invaluable asset towards the City's efforts to affirmatively further fair housing. The City has partnered with other jurisdictions and the fair housing agency in producing brochures to better educate and inform the public about fair housing issues and resources.

Housing Legal Assistance

The City contracts with a legal service provider to provide free housing legal assistance to low-income residents. The program primarily assists residents with tenant/landlord conflict and habitability issues. The program helps prevent homelessness by invalidating illegal evictions, negotiating more time for tenants to find and move into a new apartment, or having landlords make contractually required habitability improvements. Office hours are offered once a week at the Daly City Community Service Center.

Housing Assistance for Residents with Special Needs

Many of the programs mentioned above also serve residents with special needs, particularly seniors and the disabled. The minor home repair program, for example, provides assistance to help residents with mobility limitations stay in their homes by installing ramps and/or grab bars.

Daly City Community Service Center

Established in 1974, the Daly City Community Service Center serves as one of the core, or primary entry, social service agencies in the County. The Center's mission is to promote and improve the quality of life for the residents of Daly City, Colma and Broadmoor through the provision of quality crisis intervention services, either directly or by referral to the appropriate provider. A vital housing-related service through the Center is the distribution of motel vouchers to families and individuals who need temporary emergency shelter. Also, the Center offers a comprehensive needs assessment and is able to provide housing-related information and referrals. The Center is funded by the City's General Fund and grants.

Home and Low-Income Housing Fund Program

The City, as a Participating Jurisdiction, receives a direct HOME allocation from HUD to support affordable housing projects and programs. The City also has two redevelopment project areas that provide a source of funds to be used for affordable housing. Both HOME and the Low-income Housing Fund enable the City to subsidize affordable housing projects that would otherwise not go forward without the subsidies. In the past, the City has worked with nonprofit developers such as Mercy Housing, Habitat for Humanity and American Baptist Homes of the West to develop housing affordable for low-income Daly City residents. The City will continue to work with developers, evaluate development proposals for affordable housing, and fund those projects that most effectively and efficiently meet the affordable housing needs of Daly City. Housing development includes new construction as well as acquisition/rehab projects.

The City, in order to leverage the funds it has available for affordable housing development, will seek out other sources of funding. In the past, the City has applied and received funds from the State directly and collaborated with developers in applying for funds.

Inclusionary Housing Programs

In October 2007, the City passed an inclusionary housing ordinance that requires all projects consisting of five or more units, to provide that at least ten percent of the units be affordable to lower income households. The ordinance provides for flexibility, requiring ten to 20 percent affordable units depending on the tenure and income levels targeted.

The City will be working with a BMR Administrator to help administer the program. The ordinance can be found at http://www.dalycity.org/city_services/depts/ecd/inclusionary/index.htm.

Homebuyer Assistance and Education Program

As a complement to its Below Market Rate/Inclusionary Housing Program, the City will require homebuyer education for all its BMR participants in ownership projects. The homebuyer education workshops will also be made available to the general public. The City will work with its BMR Administrator to offer relevant and important information to first-time homebuyers. In some cases the City may provide financial assistance to homebuyers, as necessary, to make the units affordable.

In the current economic climate, Daly City has not been immune to the foreclosure crisis. In fact, the City has the most number of foreclosures in San Mateo County. Working in collaboration with agencies such as Project Sentinel and EPACANDO, Daly City has offered foreclosure prevention and information workshops. Most recently, the workshop in November 2008 had 58 households in attendance. The City plans to continue working with community agencies to help educate households facing foreclosure.

HUD Section 8 Housing Assistance Program

The San Mateo County Housing Authority administers the Public Housing Program throughout San Mateo County. There is one public housing complex in Daly City, Midway Village. Midway Village is located in the Bayshore neighborhood and has 150 rental units, all of which are restricted for low and very low-income households.

The Housing Authority administers the HUD Section 8 Housing Choice Voucher Program which provides eligible very low-income renters with rental assistance subsidies. Tenant-based Section 8 housing vouchers are portable, which means tenants can continue using them when they move, while project-based Section 8 stays with the multifamily building as a development or operating cost subsidy. The City strongly supports the Section 8 Program's efforts to preserve affordable rental units in the County and will continue to maintain a cooperative working relationship with the County Housing Authority to preserve the program. In July 2007, the City worked with the County to advertise the opening of the Section 8 waitlist. Information on the vouchers used in Daly City is always included in the City's Annual HUD Consolidated Action Plan. Although the City does not control or influence the number of housing vouchers, it does monitor the program in Daly City by collecting this information.

Table HE-28: San Mateo County Housing Authority Section 8 Voucher Program

	FY03-04	FY04-05	FY05-06	FY06-07	FY07-08
Number of Housing Vouchers in Daly City	766	766	729	670	639

Source: Consolidated Annual Performance and Evaluation Reports

Second Dwelling Unit Program

In May 1983, Daly City established one of the first ordinances in California to allow second dwelling units ("second units") within existing single-family residential dwellings. The Ordinance allows attached second units subject to size, neighborhood density, parking, and owner-occupancy regulations. The Ordinance has resulted in the construction of over 1,400 second units over the past 25 years, although the pace of second units has decreased dramatically in recent years.

To address this decrease, tasks have been included in this Housing Element to continue the expansion of the second unit program by removing barriers to second unit construction. Examples of these policies include reducing the parking requirement for very small units as well as removing the requirement for owner-occupancy of second units. The Element also proposes aligning the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.

Although not rent restricted, secondary units have proven to be more affordable than other rental units on the market. The City regularly conducts a survey of rental postings on www.craigslist.com to ascertain how the secondary units compare to other multifamily rental units. The surveys support the claim that secondary units are affordable to low-income households.

Also falling under this program is an ordinance requiring property owners who have placed renters in units that violate City municipal code (e.g., building and safety) to provide relocation assistance to tenants who must vacate the premises due to code enforcement activity. This program provides some protection to tenants and discourages property owners from renting out units that are unsafe and unhealthy.

At-Risk Housing Preservation Program

The City will monitor the status of the affordable housing stock that is at risk for conversion to market rate or substantially higher rents. The 2004 Housing Element cited the goal of preserving the affordability of Franciscan Mobile Home Park. The City was successful in doing this by working with LINC, a nonprofit housing developer, and helping to facilitate the transfer of the park to nonprofit ownership.

Villa Fontana Apartments is a 120-unit apartment complex in Daly City that was originally financed with a HUD Section 236 mortgage. In the interest of preserving affordability, City staff contacts the Villa Fontana property owners at least once a year to discuss any changes in property ownership. In addition, the City is in ongoing discussions with local non-profit housing developers regarding the possibility of a Villa Fontana acquisition. At present, the owners of Villa Fontana do not intend to sell the property or to prepay the Section 236 mortgage.

The San Mateo County Housing Authority and HUD have purview over Villa Fontana. However, the City will continue maintaining regular contact with the both of them in order to keep apprised of Villa Fontana's status and coordinate efforts to maintain the affordability of these units. If the opportunity arises for Villa Fontana to be transferred to non-profit ownership, the City may evaluate the benefits of providing local jurisdiction funds or tax-exempt financing to facilitate the transfer.

Funding for Housing

There are a variety of public and private financial resources available for financing housing activities in Daly City. Potential sources of subsidy financing include federal HOME Investment Partnerships Program and Community Development Block Grant (CDBG) funds, tax credits, and private sources such as foundations.

Generally, the housing developer takes the primary role for securing financing for affordable housing development. Daly City, though, directly controls three key sources of subsidy financing. These are federal HOME and CDBG funds and. Each of these is discussed in the sections below.

HOME Funds

Daly City is a participating jurisdiction in the Federal HOME program and receives approximately \$500,000 in federal HOME fund annually for the purpose of expanding and improving the supply of affordable housing in Daly City. The proposed use of HOME funds is described in the City's HUD Consolidated Plan. In recent years, the City has chosen to accumulate funds over two or three years in order to finance projects of a significant size.

Since 2004, the City has provided over \$3 million in HOME funds for the development of new affordable housing including 11 units developed by Habitat for Humanity and 39 units of senior housing developed in cooperation with American Baptist Homes of the West.

CDBG Funds

In recent years, Daly City has received about \$1.2 million annually through the Community Development Block Grant Program. The primary objective of the CDBG Program is the provision of

decent housing, a suitable living environment and economic opportunity. The CDBG Program has been a critical component of several City projects including housing rehabilitation, economic development, ADA accessibility projects, street beautification and a wide variety of public services. Since FY92-94 the City has provided \$721,500 in CDBG funds for the development and preservation of affordable housing including Vista Grande (24 units), School House Station (47 units), and Hillside Terrace (18 units).

Consistency With Other General Plan Elements

The Housing Element is consistent with all other elements of the Daly City General Plan which are being updated simultaneously with the Housing Element. The General Plan Land Use Element implements specific policies of the Housing Element such as encouraging mixed use development and parcel assembly, and also includes the following overall policy:

Policy LU-26: Facilitate housing production by carrying out the goals and policies in the Housing Element.

The Circulation Element includes an analysis of future traffic and the identification of improvements necessary to implement the volume of traffic associated with the eventual development of planned housing sites. These traffic projections are based in part on anticipated residential development projects identified in Table HE-27.

To further ensure that the Housing Element remains internally consistent, the City will perform an internal consistency review as a part of the Annual General Plan Implementation Report required under Government Code Section 65400.

Appendix A: Housing Element Task Implementation Timeframe and Responsibility

Objective HE-1: Accommodate growing population by promoting housing construction ...

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Maintain and, where possible, create larger housing development sites throughout the City.	1.1	Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.	Planning Division	X	2013	General Fund
	1.2	Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created.	Planning Division	X	2013	General Fund
Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.	2.1	Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for streamlining and what method of streamlining will be utilized.	Planning Division	X	2013	General Fund
	2.2	Continue to exempt infill housing development proposals from the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.	Planning Division		On-going	None required
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.	3.1	Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.	Planning Division	X	2013	General Fund
	3.2	Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.	Planning Division		2015	General Fund
	3.3	Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.	Planning Division	X	2013	General Fund
	3.4	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)	Planning Division	X	2013	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
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.	3.5	Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.	Planning Division	X	2013	General Fund
	3.6	Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however be exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.	Planning Division	X	2013	General Fund
Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.	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.	Planning Division		On-going	General Fund
	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.	Planning Division		On-going	General Fund
	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).	Planning Division		2015	General Fund
Objective HE-2: Explore a variety of alternative mechanisms to increase housing affordability.						
Allow the construction of additional second units throughout the City.	5.1	Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.	Planning Division	X	2013	General Fund
	5.2	Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.	Planning Division	X	2013	General Fund
	5.3	Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.	Planning Division	X	2013	General Fund
	5.4	Continue to offer same-day, express plan check permitting for all second units.	Planning Division		On-going	General Fund
	5.5	Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.	Planning Division		On-going	General Fund
Objective HE-3: Use vacant and underutilized sites to provide future housing opportunities.						
Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation	6.1	Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance.	Planning Division	X	2013	General Fund
	6.2	Amend the Sullivan Corridor Specific Plan to allow the density designation and floor area ratio sufficient to permit the dwelling unit count identified on Table HE-27 for the 1.38-acre site located at the northwest corner of Bryant Street and Pierce Street.	Planning Division		2013	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation	6.3	Rezone the one-acre site located at 169 First Avenue to a residential zone capable of permitting at least 20 dwelling units per acre.	Planning Division		2013	General Fund
	6.4	Amend the planned development zoning (PD #46) for the 2.49-acre 1050 St. Francis Boulevard site identified in Table HE-27 to remove the 36 dwelling unit maximum presently imposed by the zoning. The maximum density shall instead reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.	Planning Division		2013	General Fund
	6.5	Amend the BART Station Specific Plan to redesignate the three-parcel site totaling 1.73 acres situated north of East Market Street between Mission Street and First Avenue to the Neighborhood Commercial Residential Above specific plan designation and modify the development parameters (e.g., maximum number of stories) to ensure that the development allowance is consistent with other parcels in the (new) C-MU Commercial Mixed-Use zone and rezone the site concurrent with the establishment the C-MU zone for all other Mission Street parcels.	Planning Division		2013	General Fund
	6.6	Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation.	Planning Division	X	2013	General Fund
Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map	7.1	Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.	Planning Division	X	2013	General Fund
Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses	8.1	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-X above).	Planning Division	X	2013	General Fund
Objective HE-4: Encourage a variety of housing types and tenures for all income levels, and assure access to housing by all groups of individuals.						
Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions	9.1	Encourage a variety of housing types and tenures for all income levels, and assure access to housing by all groups of individuals.	Planning Division	X	2013	General Fund
	9.2	Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.	Planning Division	X	2013	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing	10.1	The City shall use and leverage Federal, State and local funds (including Redevelopment Agency set-aside finds), tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing.	Planning Division, Housing Division		On-going	Federal, State, local, and Redevelopment Agency Funds
	10.2	Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.	Planning Division		On-going	General Fund
	10.3	Continue to routinely monitor, investigate, and utilize available new funding sources.	Planning Division, Housing Division		On-going	General Fund
Continue to require affordable units in all new housing development and in new condominium conversions	11.1	Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE 11.2 below is addressed.	Planning Division		On-going	General Fund
	11.2	Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Planning Division		Annual	General Fund
	11.3	Review and evaluate the inclusionary housing policy for all Redevelopment Project Areas.	Planning Division		On-going	General Fund
	11.4	Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.	Planning Division	X	2013	General Fund
	11.5	Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Planning Division		On-going; 2012 for brochure preparation	General Fund
	11.6	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.	Planning Division	X	2013	General Fund
Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.	12.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.	Building Division (policy development)		2012	General Fund
	12.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).	Planning Division		On-going	General Fund
	12.3	Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).	Planning Division	X	2013	General Fund
	12.4	Develop a Density Bonus Ordinance consistent with the State Density Bonus law that identifies additional regulatory incentives for constructing higher-density affordable development projects.	Planning Division	X	2013	General Fund
	12.5	Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).	Planning Division		On-going	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households.	13.1	Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing.	Housing Division		On-going	Low Income Housing Set Aside Fund, HOME funds
	13.2	Apply for and/or co-sponsor funding opportunities for the construction of rental housing.	Planning Division		On-going	Low Income Housing Set Aside Fund, HOME funds
	13.3	Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.	Planning Division		On-going	Low Income Housing Set Aside Fund, HOME funds
Assure access to services in Daly City for homeless individuals and families, and address the special needs and circumstances of these individuals.	14.1	Within one year of Housing Element adoption, amend the Zoning Ordinance to identify emergency shelters as a permitted land use, i.e., without the requirement for a use permit, in the C-R/O Commercial Retail Office zone district.	Planning Division	X	2013	General Fund
	14.2	Assure housing is provided with adequate public improvements, services, and amenities. 1. The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility. 2. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based upon demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the C-R/O Commercial Retail Office zone. 3. The size and location of exterior and interior onsite waiting and client intake areas. 4. The requirement for continuous onsite management and the submission of a management plan to the City that identifies security 5. The proximity to other emergency shelters provided that emergency 6. Regulations for the maximum length of stay by any individual with	Planning Division	X	2013	General Fund
	14.3	Amend the Zoning Ordinance to ensure that transitional housing, as defined by State law, is allowed in any residential zone without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone.	Planning Division	X	2013	General Fund
	14.4	Amend the Zoning Ordinance to ensure that supportive housing, as defined by State law, is allowed in any residential without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone.	Planning Division	X	2013	General Fund
Require adaptability and accessibility of residential units for disabled occupants, and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.	15.1	Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.	Planning Division		On-going	General Fund
	15.2	Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.	Planning Division		On-going	General Fund
	15.3	Amend the Zoning Ordinance to establish clear procedures and regulations that ensure that residential development regulations contain flexibility to accommodate the special needs of the physically disabled. Where warranted and directly related to the physical disability of the applicant, flexibility in development regulations shall be ministerial and shall include but not be limited to identifying who may request a reasonable accommodation (i.e., persons with disabilities, family-members, landlords, etc.), timeframes for decision-making, and provision for relief from the various land-use, zoning, or building regulations that may constrain housing opportunities for persons of disabilities.	Planning Division	X	2013	General Fund
	15.4	Amend the City's second unit regulations to establish clear procedures for providing administrative relief from second unit requirements in circumstances where these requirements would otherwise prevent the construction of a second unit for a disabled person.	Planning Division	X	2013	General Fund
	15.5	Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.	Planning Division		On-going	Community Development Block Grant

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.	16.1	The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws, and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Housing Division, Planning Division, City Attorney's Office		On-going	General Fund
	16.2	Amend the Zoning Ordinance to revise the definition of family to comply with State and federal fair housing laws. The new definition shall not distinguish between related and unrelated persons, and shall not impose limitations on the number of persons that may constitute a family.	Planning Division	X	2013	General Fund
	16.3	The City will continue to contract to provide fair housing services to its residents and property owners. Services will include: 1. Distributing educational materials to property owners, apartment managers, and tenants every two years; 2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year; 3. Conducting public presentations with different community groups; 4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and 5. Referring services to appropriate agencies.	Housing Division, Planning Division		On-going	General Fund
Provide financial assistance to lower income households in emergency situations	17.1	Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Housing Division	X	2013	General Fund
Support a balanced distribution of quality residential care facilities	18.1	Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.	Planning Division	X	2013	General Fund
Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.	19.1	Provide an exception to the proposed zoning regulation identified in Task HE 3.7, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.	Planning Division	X	2013	General Fund
	19.2	Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.5.	Planning Division	X	2013	General Fund
	19.3	For any new housing development utilizing public funding or publicly-owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.	Housing Division, Planning Division		On-going	General Fund
Objective HE 5: Assure that the quality of housing is continually maintained or upgraded, and the existing housing supply is not negatively affected by reconstruction.						
Encourage voluntary housing rehabilitation and reconstruction	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.	Planning Division	X	2013	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Encourage housing reconstruction after fire or other natural disaster	21.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction, if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.	Planning Division	X	2013	General Fund
Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City's building and zoning regulations	22.1	Establish an expanded code enforcement program targeting the abatement of garage-level habitable rooms and additions that have been constructed without permits in residential structures containing between one and two dwelling units. This task could explore a number of potential programs to effectively dissuade non-permitted room construction, including, but not limited to: 1. Increased code enforcement efforts; 2. Strengthening noticing requirements to buyers on permitted work; 3. Exploring the feasibility and effectiveness of a program aimed at abating non-permitted habitable living space; and 4. Exploring the potential for a new amnesty program.	Building Division, Planning Division		On-going	General Fund
Preserve existing low-income housing units that are at risk of being converted to market-rate housing	23.1	Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.	Housing Division		On-going	General Fund
Objective HE 6: Avoid or reduce the economic and social difficulties caused by displacement.						
Preserve existing low-income housing units that are at risk of being converted to market-rate housing	24.1	The City requires that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.	Housing Division		On-going	General Fund
Objective HE 7: Reduce unnecessary or wasteful energy practices, and encourage more energy efficient housing.						
Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.	25.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.	Building Division		On-going	General Fund
	25.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.	Planning Division; Department of Water and Wastewater		2010	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Mandate the inclusion of green building techniques into most new construction.	26.1	Adopt amendments to the building code requiring the inclusion of mandatory green building standards for all new construction and remodels that exceed a certain valuation (to be determined at the time of the building code amendment).	Building Division		2011	General Fund
	26.2	Adopt amendments to the building code that require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.	Building Division		2011	General Fund
Provide a greater number of street trees throughout Daly City's neighborhoods.	27.1	Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet of curb, to the maximum extent practical. All new street trees shall receive irrigation.	Planning Division	X	2013	General Fund
	27.2	Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.	Planning Division		Initially 2012 and then on going	General Fund
Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.	28.1	Appoint a stormwater control manager within either the Department of Public Works or Department of Water/Wastewater charged with implementing the City's Stormwater Management Program. The manager shall be responsible for reviewing public and private stormwater control mechanism proposals, requiring amendments to such controls as part of the development review process, and ensuring their proper construction.	Public Works Department; Department of Water/Wastewater		2014	General Fund
	28.2	Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.	Planning Division, Public Works Department, Department of Water/Wastewater		2012	General Fund
	28.3	In locations where high density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.	Public Works Department, Planning Division		On-going	None required
Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California's greenhouse gas emissions to 1990 levels by 2020).	29.1	Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.	City Manager's Office		2011	General Fund
	29.2	Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission: 1. All new residential construction in California will be zero net energy by 2020; 2. All new commercial construction in California will be zero net energy by 2030; 3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	Building Division, Planning Division		2011	General Fund
Promote alternative sources of energy in all homes.	30.1	Reduce or eliminate permit fees for installations involving solar electric, wind and solar hot water systems.	Building Division		2011	General Fund
	30.2	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Building Division, Planning Division		2011	General Fund
	30.3	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Building Division, Planning Division		2011	General Fund
	30.4	Amend the Zoning Ordinance to include development standards for the installation of alternative energy generating systems on residential properties.	Planning Division	X	2011	General Fund

Appendix A (continued): Housing Element Task Implementation Timeframe and Responsibility

Objective HE 8: Increase the supply of housing in a manner that does not negatively impact the quality of life in existing adjacent neighborhoods.

Policy	Task	Task Summary	Responsibility	Z.O. Update	Completion Date	Funding Source
Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density.	31.1	Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.	Planning Division	X	2013	General Fund

CITY OF DALY CITY

Circulation Element



Introduction

Scope and Role of the Circulation Element

The Circulation Element identifies policies for ensuring that adequate transportation facilities are maintained throughout the planning period, that the facilities in which the City plans to invest reflect the land uses contemplated by the Land Use Element, and that the transportation system provides a range of transportation choices. The element accomplishes these objectives by describing the existing transportation system, areas that need improvement, and proposing policies and tasks to ensure the safe and efficient transport of people and goods throughout the City. Topics that are given special attention in this plan are traffic improvements, public transit, bicycle facilities, and techniques to mitigate impacts from individual development proposals.

State Planning Law

State Planning law requires every city and county adopt a Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other public transit facilities. State law encourages the development of a balanced transportation system within each community. In particular, Section 65302 (b) of the California Government Code states that the Circulation Element policies and programs should:

- Coordinate the transportation and circulation system with planned land uses as outlined in the Land Use element;
- Promote the efficient transportation of goods and the safe and effective movement of a segments of the population;
- Make efficient use of existing transportation facilities; and
- Protect environmental quality and promote the wise and equitable use of economic and natural resources.

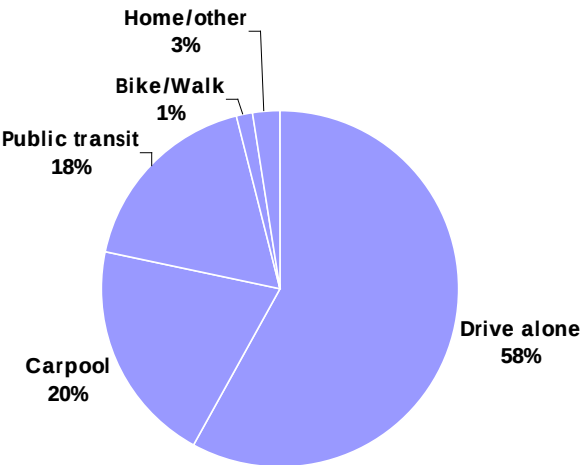
Additionally, the California Complete Streets Act requires that all cities plan for the development of a multimodal transportation network which allows for effective travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region. The law emphasizes the desire that cities prioritize the construction of public improvements that accelerate development of a balanced, multimodal transportation network. The General Plan Circulation Element provides a policy framework wherein both public and private project's efforts to enhance the multimodal transportation network are identified and, where necessary, funding mechanism(s) for their implementation explored.

Background Information

Although Daly City remains one of the most-dense communities in the Bay Area in terms of population per square mile, most of the City is characterized by neighborhoods consisting of single-family homes most easily accessed by the private automobile. As illustrated in Figure CE-1, approximately 78 percent of residents travel to work either driving alone or with others, up slightly since 1980 when about 75 percent of residents did so.

Given the automobile's predominance in the transportation network, it is important to understand how the City's land use decisions can have a cumulative impact on traffic conditions. For example, single-family subdivisions generate considerably more traffic (measured by the number of average daily vehicular trips) than housing types which are typically constructed in more-dense structures. As identified in Table CE-1, a new development consisting of 50 single-family homes will generate 25 percent more vehicular trips than a comparably-sized condominium project and almost 40 percent more trips than a comparably-sized apartment project.

Figure CE-1: Daly City Residents Means of Transportation to Work



Source: US Census (2000)

Table CE-1: Traffic Generation by Comparable Residential Land Use

Residential Land Use Type	Daily Traffic Generation	Morning Peak-Hour Generation	Evening Peak-Hour Generation	50-unit development	
				Morning Peak	Evening Peak
Single family home	9.57 trips	0.75 trips	1.01 trips	37.5 trips	50.5 trips
Apartment	6.65 trips	0.51 trips	0.62 trips	25.5 trips	31 trips
Condo/townhouse	5.81 trips	0.44 trips	0.75 trips	22 trips	37.5 trips
Retirement Community	2.81 trips	0.18 trips	0.29 trips	9 trips	14.5 trips

Source: Institute of Transportation Engineers

As land availability shrinks and higher densities become more commonplace, the City will likely see a continued shift away from the single-family home to denser types of housing, such as condominiums and apartments. As this occurs, it will become increasingly important that the Circulation Element promote other modes of transportation in addition to -- and in some instances in-lieu of -- the private automobile, e.g., public transit, bicycling, and pedestrian circulation. For this reason, the Circulation Element provides information regarding each of these modes.

Vehicular traffic

Because the private automobile remains a primary transportation resource in Daly City, managing vehicular traffic will remain a principal concern for the City. This section identifies the traffic system's

components, its current effectiveness in moving traffic, what concerns in the system could arise within the planning period, and what can be done to address anticipated traffic issues.

Roadway network

Figure CE-2 identifies the City's existing roadway network, categorized by size, volume of traffic, and how each is connected to the larger regional transportation network. The following are descriptions of the four major roadway types identified in the figure.

- **Freeways** are routes designed to carry large traffic volumes over long distances. The two freeways that travel through Daly City, Highway 1 and Interstate 280, are owned, operated, and maintained by the California Department of Transportation (Caltrans). Vehicular access to these freeways is limited to on- and off-ramps, crossings are grade separated and median islands are used to separate lanes moving in opposite direction. Interstate 280, an eight-lane freeway with a right-of-way of 290 feet, is the most heavily traveled roadway in the City carrying approximately 150,000 vehicles through Daly City every day.
- **Highways** are roads designed to carry heavy traffic volumes at moderate speeds. Like freeways, access is controlled to just a few locations and there are medians between lanes in opposite directions. Highways are different from freeways in that cross traffic usually is at the same grade. The basic right-of-way can vary from 100 to 170 feet. Access to abutting properties is provided by frontage roads. Intersections are signalized and parking is not permitted. Highways are typically landscaped heavily to give them a parkway-type character. At the present time, Highway 35 is the only highway in Daly City. Like Interstate 280, Highway 35 is owned, operated, and maintained by Caltrans.
- **Arterials** are designed to carry heavy traffic volumes at lower speeds than highways. Most arterials incorporate medians to control cross traffic, and provide separate turn lanes and signals controls at major intersections. In Daly City, four-lane arterials have rights-of-way ranging from 88 to 115 feet, depending on whether there are parking lanes and typically provide a capacity of 22,500 average daily trips (ADT). Examples of four-lane arterials are Geneva Avenue, Mission Street, John Daly Boulevard, and Serramonte Boulevard. Examples of two-lane arterials are Eastmoor Avenue and Southgate Avenue. They have right-of-ways ranging from 60 to 70 feet and have a capacity of 11,000 ADT.
- **Collector streets** are designed to channel traffic from local streets into the arterial street system and to handle short trips within neighborhoods. Collectors have two lanes in a right-of-way of 50 or 60 feet and have a capacity of 3,000 ADT. Examples of collector streets include Crocker Avenue and South Mayfair Avenue.

In addition to the above roadways (not identified in Figure CE-2) are local streets. They provide access from larger roadways to destinations within a residential or business district. Local streets may be loop streets, cul-de-sacs, or straight connections between two collector streets, and are typically not signalized. Travel distance to a collector typically does not exceed one-half of a mile. Right-of-way widths typically range from 50 to 60 feet, and capacity does not typically exceed 800 ADT. Local streets are designed for relatively low speed travel with parking permitted on both sides of the street.

Level of Service

Traffic at Daly City's intersection is measured by a Level of Service (LOS) standard which grades intersection performance on an "A" through "F" scale. This LOS measurement is calculated by summing the average delay for vehicles in each lane for all intersection approaches. Table CE-2 provides a brief description of the levels of service recognized by the City and corresponding driving conditions associate with each:

Table CE-2: Traffic Level of Service (LOS) Descriptions

Level of Service	Average Stopped Delay ¹ (seconds/vehicle)	Description
A	Delay ≤ 10.0	Free flow; minimal to no delay
B	10.0 < Delay ≤ 20.0	Stable flow, but speeds are beginning to be restricted by traffic condition; slight delays.
C	20.0 < Delay ≤ 35.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
D	35.0 < Delay ≤ 55.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
E	55.0 < Delay ≤ 80.0	Unstable flow with stop and go; delays
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.
¹ Control Delay per vehicle (seconds per vehicle). Source: Transportation Research Board, Special Report 209, Highway Capacity Manual, Chapter 16 – Signalized Intersections, 2000.		

As identified in Task CE-1.6 on page 151, this Circulation Element employs a Level of Service “D” standard intended primarily to determine impacts of new land uses on the City’s roadway network and the intersection improvements that may need to occur as a result. This standard requires that a minimum Level of Service “D” be maintained at all principal intersections. The morning and evening peak traffic conditions occur between 7:00 a.m. and 9:00 a.m., and 4:00 p.m. and 7:00 p.m., respectively.

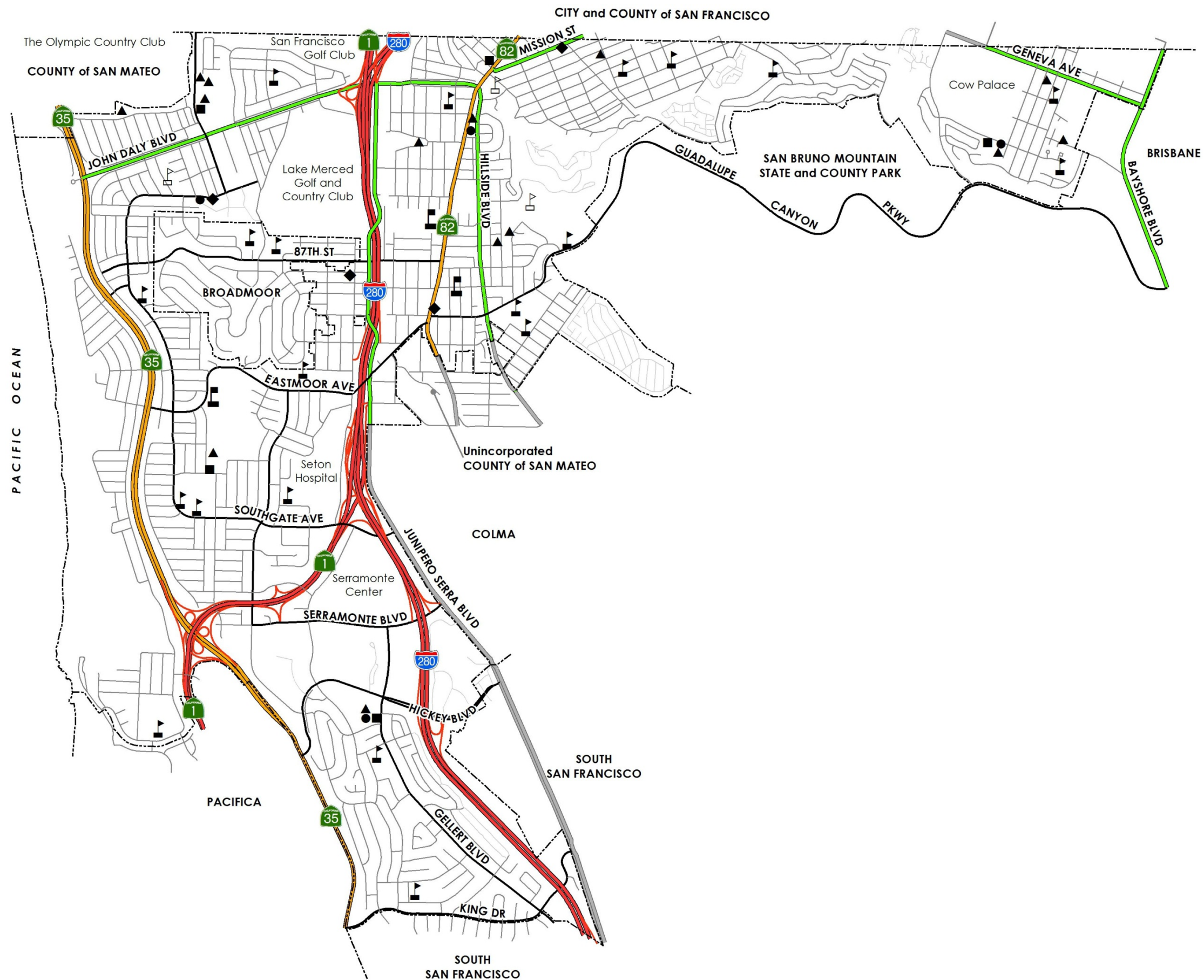
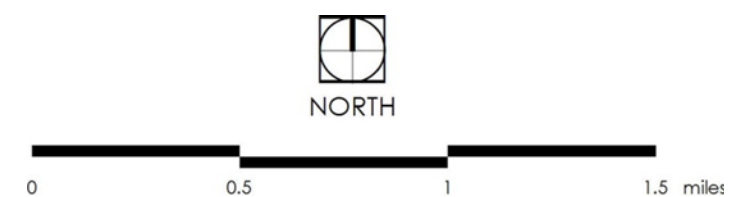


Figure CE-2
**EXISTING
ROADWAYS**

- Freeway
- Highway
- Arterial
- Collector
- Local
- Private

CITY OF DALY CITY
**CIRCULATION
ELEMENT**



Existing traffic conditions

In 2008, the City measured traffic volumes at 54 principal intersections to determine the peak-hour Level of Service for each. According to these measurements, the vast majority of the City's intersections operate at minimum Levels of Service during both peak traffic periods. However, the following intersections did not:

- The intersection of John Daly Boulevard/Junipero Serra Boulevard currently operates at LOS E during the p.m. peak. The congestion at this intersection can be attributed to commuters exiting the nearby BART station and the large number of motorists exiting and entering I-280.
- The intersection of Junipero Serra Boulevard/Washington Street currently operates at LOS F during the p.m. peak. The congestion at this intersection can be attributed to the large number of northbound and southbound vehicles access the I-280 on-ramp.
- The intersection of Hickey Boulevard/Skyline Boulevard currently operates at LOS E during the p.m. peak. This intersection provides access to a shopping center on the northwest corner as well as the Fairmont neighborhood in Pacifica.

The existing LOS identified in the Circulation Element constitute baseline traffic conditions in Daly City and as such may be used for future analyses in the City in conjunction with, or tiered from, the environmental document prepared in association with this element.

Future traffic conditions

Using a computerized traffic model, the City has been able to develop projections which identify the intersections that will likely be impacted by additional traffic and new development occurring both inside and outside Daly City between now and the a future year when all properties are expected to be fully developed. This future year is called "build out". Although the majority of the City's intersections would continue to operate at an acceptable Level of Service, several intersections could degrade from acceptable to unacceptable levels, including the following six intersections:

- John Daly Boulevard/Mission Street/Hillside Boulevard could operate at LOS F in the a.m. and p.m. peaks and Junipero Serra Boulevard/Washington Street could operate at LOS F in the p.m. peak.
- Mission Street/East Market Street/San Pedro Road could operate at LOS E in the a.m. and p.m. peaks.
- John Daly Boulevard/Junipero Serra Boulevard could operate at LOS F in the p.m. peak.
- Hickey Boulevard/Skyline Boulevard could operate at LOS E in the p.m. peak.
- Geneva Avenue/Bayshore Boulevard could operate at LOS E in the p.m. peak.

In consideration of the traffic model projections, it is important to understand that the degradation of these intersections is not imminent because the traffic impacts anticipated to affect service levels would likely take several decades to be realized. Also, all new traffic is not attributable to new development as high housing costs make intergenerational living arrangements and renting rooms to unrelated individuals even more commonplace than they are today, resulting in increased traffic from existing neighborhoods. Rather than causing alarm, the intent of developing the traffic model is that the model act as a catalyst for how the City plans for future infrastructure needs, informing the City's decision-makers that with new housing and job opportunities comes the need to effectively plan for and finance an expanded City infrastructure.

Future roadway improvements

Figure CE-3 identifies the future roadway improvements that are presently considered by the City as both feasible and necessary to improving the City's transportation network within the planning period. Although the figure may identify projects that are not located in Daly City or projects in which Caltrans is the lead agency, the intent of identifying these improvements is to identify any project to which the City intends to commit financial resources or seek public funding to help finance.

Parking

As mentioned in the introduction section of this element, housing construction in Daly City will likely continue to shift away from the single-family home to denser types of housing, such as condominiums and apartments. The decreased traffic associated with these higher densities (as compared with a single-family home) has a related secondary impact of reducing parking demand according to the studies of parking demand undertaken by the Institute of Traffic Engineers (ITE). In consideration of ITE's findings, the Circulation Element provides policies that offer parking reductions to denser transit-oriented development that occurs in close proximity to public transit hubs like the Daly City and Colma BART stations. These policies would be refined and incorporated into the Zoning Ordinance.

Public Transit

Despite the prevalence of the automobile, Daly City residents are somewhat more inclined to use public transit for getting to work than their counterparts in other cities and in the entirety of San Mateo County. As identified in Figure CE-4, when compared to the residents of the entire State of California, Daly City residents are almost four times as likely to use public transit as a method of travel to and from work. The reasons for this are very likely Daly City's relatively easy access to SamTrans and Muni bus services, and close proximity to two BART stations, both of which provide public parking.

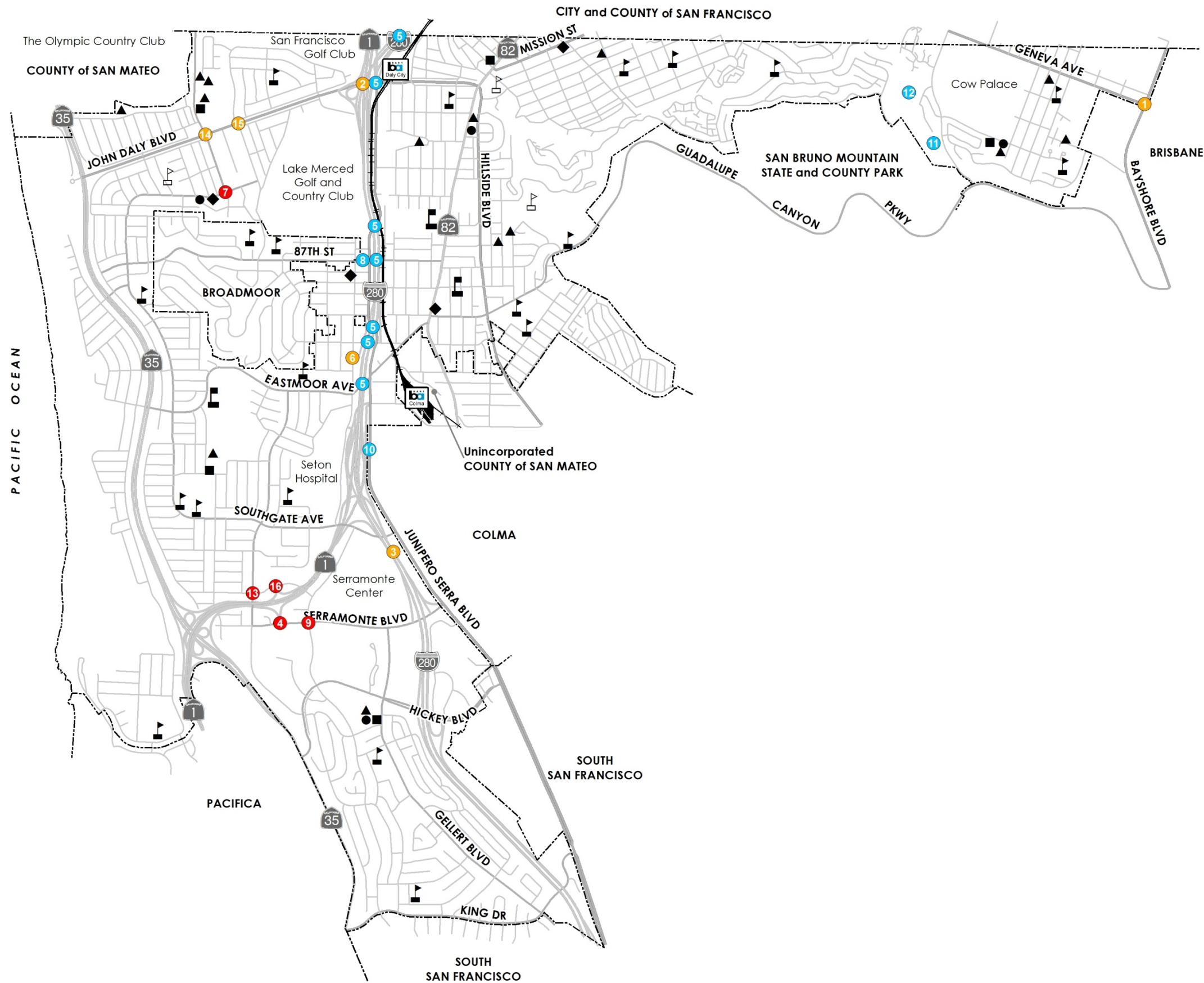
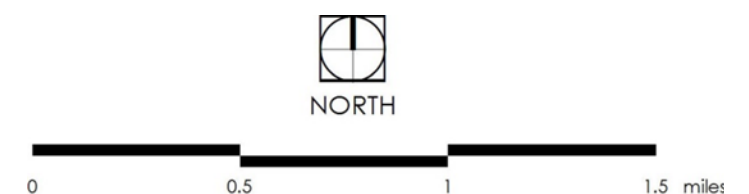


Figure CE-3
**ROADWAY
IMPROVEMENTS**

- 1 Geneva Avenue Extension
- 2 John Daly Blvd Overcrossing
- 3 Serramonte Blvd/HWY 1/
I-280 Merge Lane
- 4 Serramonte Blvd/SR-1 On/OffRamp
- Install Traffic Signal
- 5 I-280 Overcrossings
Pedestrian Improvements
- 6 Sullivan Avenue Widening
- 7 Lake Merced Blvd/Southgate Ave Signa
- 8 School Street/Junipero Serra Blvd
Intersection Improvements
- 9 Serramonte Blvd/Callan Blvd
- Install Traffic Signal
- 10 Junipero Serra Blvd Sidewalk Extension
- 11 Bay Ridge Trail Improvements
- 12 Martin St Extension/Circulation Plan
- 13 St Francis Blvd/Clarinda Ave
- Install Traffic Signal
- 14 John Daly Blvd/Lake Merced Blvd
- Optimize Signal Timings
- Adjust Signal Phasing
- 15 John Daly Blvd/Park Plaza Dr
- Optimize Signal Timings
- 16 Clarinda Ave/SR-1 On/Offramp
- Install Traffic Signal

**CITY OF DALY CITY
CIRCULATION
ELEMENT**



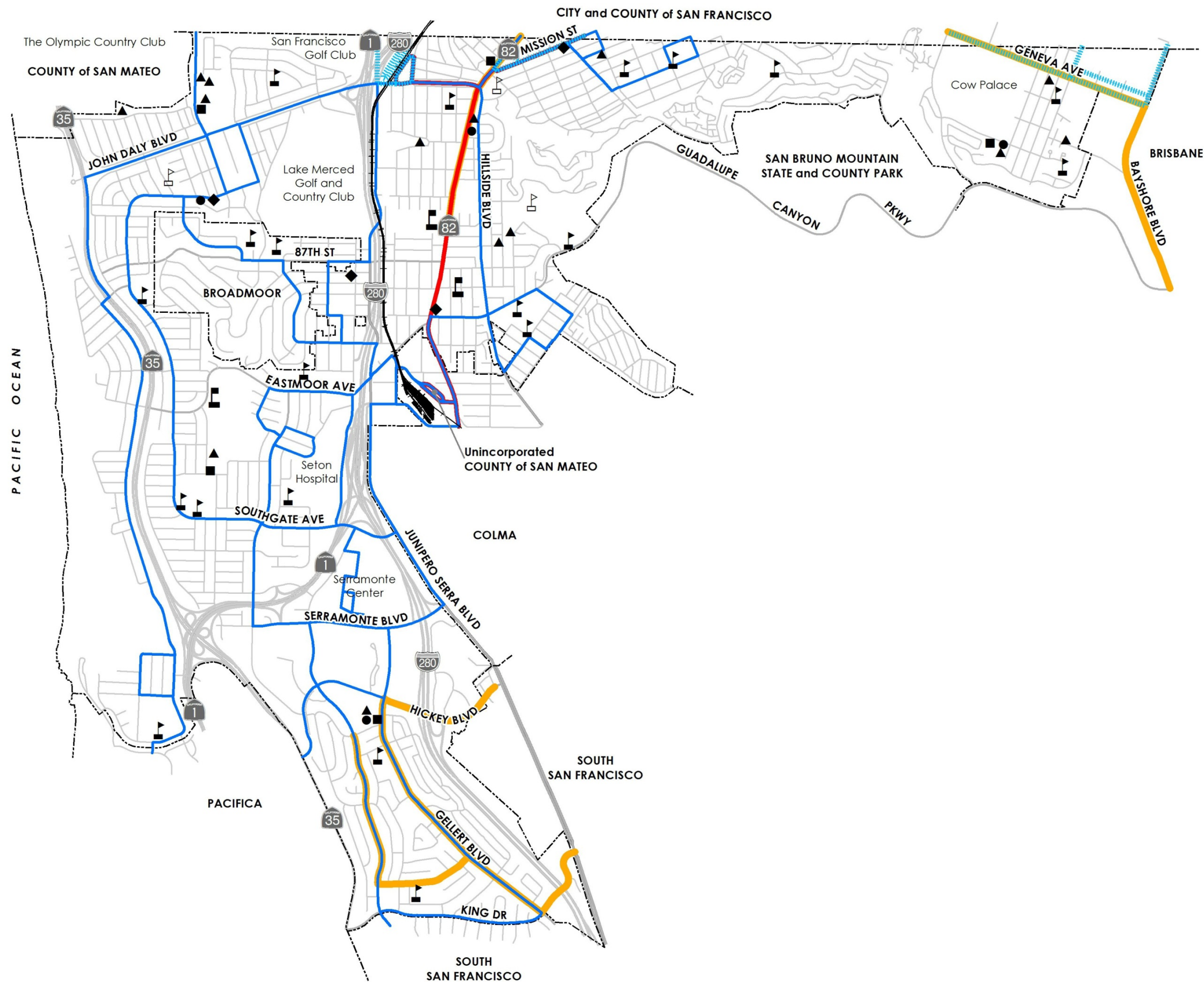


Figure CE-5
**PUBLIC
TRANSPORTATION**

- Rail
- +— BART - Bay Area Rapid Transit
- Bus
- samTrans - San Mateo County Transit
 - Service to BART
 - Service to BART and CalTrain
 - Community Service
- MUNI - San Francisco
- Service to Daly City BART or connections to samTrans

CITY OF DALY CITY CIRCULATION ELEMENT

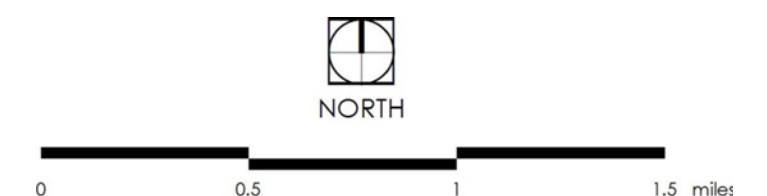
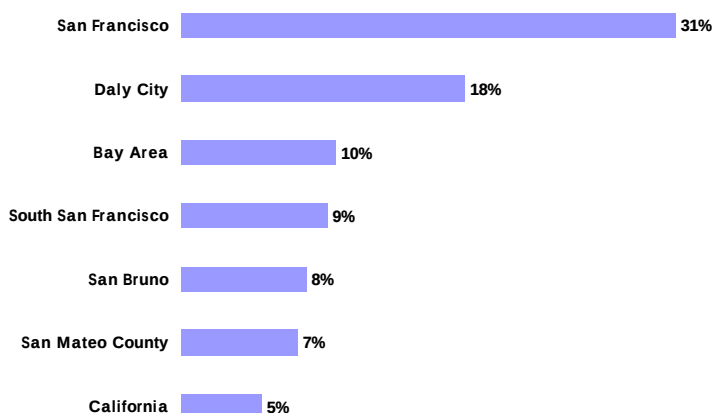


Figure CE-4: Daly City Workers Aged 16+ Using Public Transit



Source: U.S. Census

Figure CE-5 identifies the public transit options, including bus routes, available to Daly City residents. As shown in the figure, Daly City is served by two BART stations, SamTrans bus service, and Muni bus service.

San Mateo County Transit District (SamTrans)

SamTrans operates an overall fixed route bus system of 82 routes with a service area of 150 square miles. SamTrans operates 14 fixed bus routes in Daly City with 14 routes directly serving the BART station. Four of the fixed bus routes have vehicles equipped with handicapped access and one route is an express route which runs along Interstate 280 directly into San Francisco.

San Francisco Municipal Railway (Muni)

Municipal Railways of the City and County of San Francisco (Muni) operates five routes into Daly City. Route 28-19th Avenue and route 54-Felton serve the Daly City BART station, and the 14-Mission route serves Mission Street at the Top of the Hill. Routes 8-Bayshore Express and 9-San Bruno serve the Bayshore neighborhood. Of the three routes that serve the Daly City BART station, the 28-19th Avenue has the highest number of passengers. Muni has expressed an interest in extending the 14-Mission line to the Daly City BART station.

Bay Area Rapid Transit (BART)

Daly City is presently served by two BART stations: the Daly City BART Station located at the corner of John Daly Boulevard and Junipero Serra Boulevard, and the Colma BART Station located south of San Pedro Road in unincorporated Colma. In Fiscal Year 2009, the Daly City and Colma stations in combination were used by almost 12,000 riders each weekday.

Table CE-3: Daly City/Colma BART Ridership Levels 2002-2009 (Station Exits)

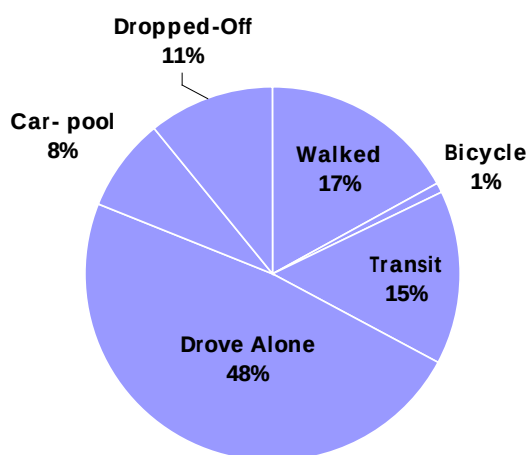
Station	FY	2002	2003	2004	2005	2006	2007	2008	2009
Daly City		7,722	7,650	7,319	7,275	7,879	8,257	8,590	8,096
Annual Change			-0.9%	-4.3%	-0.6%	8.3%	4.8%	4.0%	-5.8%
Colma		6,530	6,332	3,770	3,221	3,181	3,350	3,632	3,759
Annual Change			-3.0%	-40.5%	-14.6%	-1.2%	5.3%	8.4%	3.5%
Combined Total		14,252	13,982	11,089	10,496	11,060	11,607	12,222	11,855
Annual Change			-1.9%	-20.7%	-5.3%	5.4%	4.9%	5.3%	-3.0%

Source: Bay Area Rapid Transit District Annual Report

According to Table CE-3, BART ridership levels at the Colma station has decreased since 2002, mostly due to the opening of new BART stations in South San Francisco, San Bruno, Millbrae, and San Francisco Airport. This decrease is most pronounced at the station between the fiscal years 2003 and 2004, when the opening of the aforementioned stations in 2003 caused ridership at the station to decrease by about 40 percent. Ridership at the Daly City BART Station has remained fairly consistent since 2002, peaking at over 8,500 daily riders in 2008.

As identified in Figure CE-6, most of the riders arriving at the Daly City and Colma BART Stations do so by private automobile and just under half of these riders do so by driving to the stations alone. The percentage of riders who have walked to the station is approximately the same (15 to 17 percent) as the number who have arrived by public transit (SamTrans or Muni), while the number arriving by bicycle is extremely low (one percent).

Figure CE-6: Daly City/Colma BART Stations (combined)
– Mode of Travel to Station



Source: 2008 BART Station Profile Study

With regard to the destinations of the riders at both the Daly City and Colma BART Stations who have arrived at these stations from home, the trip destination for 82 percent of these riders is to work. Specifically with regard to riders who have arrived at the Daly City BART Station from a place other than home, 63 percent have arrived from school and 27 percent have arrived from work (2008 BART Station Profile Study).

Paratransit Services

Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. In Daly City, paratransit consists of shuttlebuses, carpools, vanpools, and taxicab services. As described below, some paratransit services respond to special needs of people who cannot use public transit and require an on-call service to get to a doctor's appointment, shopping, or social event. Other paratransit services are pre-arranged ridesharing services that operate mainly during peak times and provide commuters with constant work schedules the opportunity to share vehicles.

Shuttlebuses

Shuttlebuses services are typically provided by employers or homeowners associations to transport residents or employees to work or to public transit hubs. Examples of shuttlebuses in Daly City are the Seton Shuttle and the shuttle provided by Crown Colony Condominium Association. Both of these shuttles provide the opportunity for a large concentration of individuals to ride to a specific common destination such as BART, where the rider can continue their commute to work.

Two shuttlebus programs serve the mobility-impaired population in Daly City. SamTrans contracts with the Redi-Wheels program to operate a County-wide service. This program provides curb-to-curb service for handicapped individuals and the elderly who have impairments that exclude them from effectively using public transit. The service is provided on-call to persons who make reservations. In Daly City, Redi-Wheels focuses on taking people to various medical offices in the St. Francis Heights neighborhood, Seton Hospital on Sullivan Avenue, and Kaiser medical facilities. The service is also extended to groups of elderly people for trips to adult day care centers and social gatherings, and handicapped students who attend Skyline College in San Bruno.

Vanpools

Vanpools allow groups of people to share a ride similar to a carpool, but on a larger scale with concurrent savings in fuel and vehicle operating costs, providing a flexible and cost effective mode of transportation. Vehicles may be provided by individuals, individuals in cooperation with various public and private support programs, through a program operated by or on behalf of an element of government, or a program operated by or on behalf of an employer. The key concept is that people share the ride from home or one or more common meeting locations and travel together to a common destination or work center.

Carpools

Carpooling, also known as car-sharing, is the sharing of car journeys so that more than one person travels in a car. Carpooling reduces the costs involved in car travel by sharing journey expenses such as fuel, tolls, and car rental between the people travelling. Carpooling is also an environmentally friendly and sustainable way to travel as sharing journeys reduces carbon emissions, traffic on the roads, and the need for parking spaces.

Carpools are typically established by private individuals who may work together or are brought together by Rideshare 511, a private non-profit corporation funded mostly by the Metropolitan Transportation Commission and Caltrans. Established as Rides in 1977, the program was established to promote and facilitate alternative transportation for commuters who work and/or live in the nine-county Bay Area and Santa Cruz. Rides provides carpooling services for both individual commuters and large employers. The services for individual commuters includes free computerized car pool matching, general commuter and transit information, and specialized information on how to establish, operate, and maintain a carpool.

Taxicabs

Two companies provide twenty-four hour private taxi service in Daly City. The City Council reviews and approves the license to operate a taxi service in the City. The Gateway Cab Company operates eleven cabs and, with a fleet of sixteen vehicles, the Daly City Cab Company provides about 500 trips per day to locations within and outside of the City. The average length of a trip is approximately three miles and the average number of passengers is 1.25 persons.

Bikeway System

The topography, level of development, and high traffic volumes in Daly City provide the greatest challenge to providing a safe environment for bicyclists. There are a limited number of flat or even relatively flat through-routes in the City, and bicycles must compete for space on these streets with automobiles and transit. In spite of these challenges, much can be done to make bicycling safer and more convenient.

Figure CE-7 identifies the City's existing bicycle network. The following are descriptions of the three major bikeway types identified in the figure.

- **Class I bikeways** are designed and operated for the exclusive use of bicycles. Street and pedestrian crossings are minimized or are avoided altogether by building underpasses or overpasses. This type of bikeway is best located in parks or alongside freeways, railroad right-of-way or waterways. An example of a Class I bikeway located in Daly City on Lake Merced Boulevard extending from Westlake Park into San Francisco. Another example is John Daly Boulevard between Ashland and Poncetta.
- **Class II bikeways** are adjacent to, but separated from motor vehicle and/or pedestrian traffic. While the cyclist has a separate path, it may be preempted by turning or parking vehicles. This type of bikeway can be added easily to existing streets by removing curb parking or narrowing travel lanes to provide a path separated by a low berm or painted markings. One way lanes should be at least four feet wide. An example of a Class II bikeway in Daly City is found along Callan Boulevard.
- **Class III bikeways** are shared bikeways where the cyclist occupies the same right-of-way with either motor vehicles or pedestrians. Signs are used to designate that the street or path also is to be used by cyclists. While this type of bikeway is the most hazardous, it also is the least expensive to install and is often used to provide continuity to other bicycle facilities (e.g., Class II bikeways) where right-of-way is limited). The segment of Southgate Avenue between St. Francis Boulevard and Junipero Serra Boulevard is an example of this type of bikeway in Daly City.

In 2004 the City adopted a Bicycle Master Plan intended to provide a comprehensive network of signed and mapped routes for bicyclists and identify improvements that would expedite travel and improve safety along these routes. Since the plan's adoption, new bicycle facilities not contemplated by the plan have been installed and other aspects of the plan are in need of refinement to the extent that this Circulation Element has identified the update of the Master Plan as a task.

Although the Circulation Element provides broad policies for improvements intended to make bicycling a viable transportation option, the Bicycle Master Plan should continue to be the primary policy document used to guide the provision of bicycle facilities in Daly City.

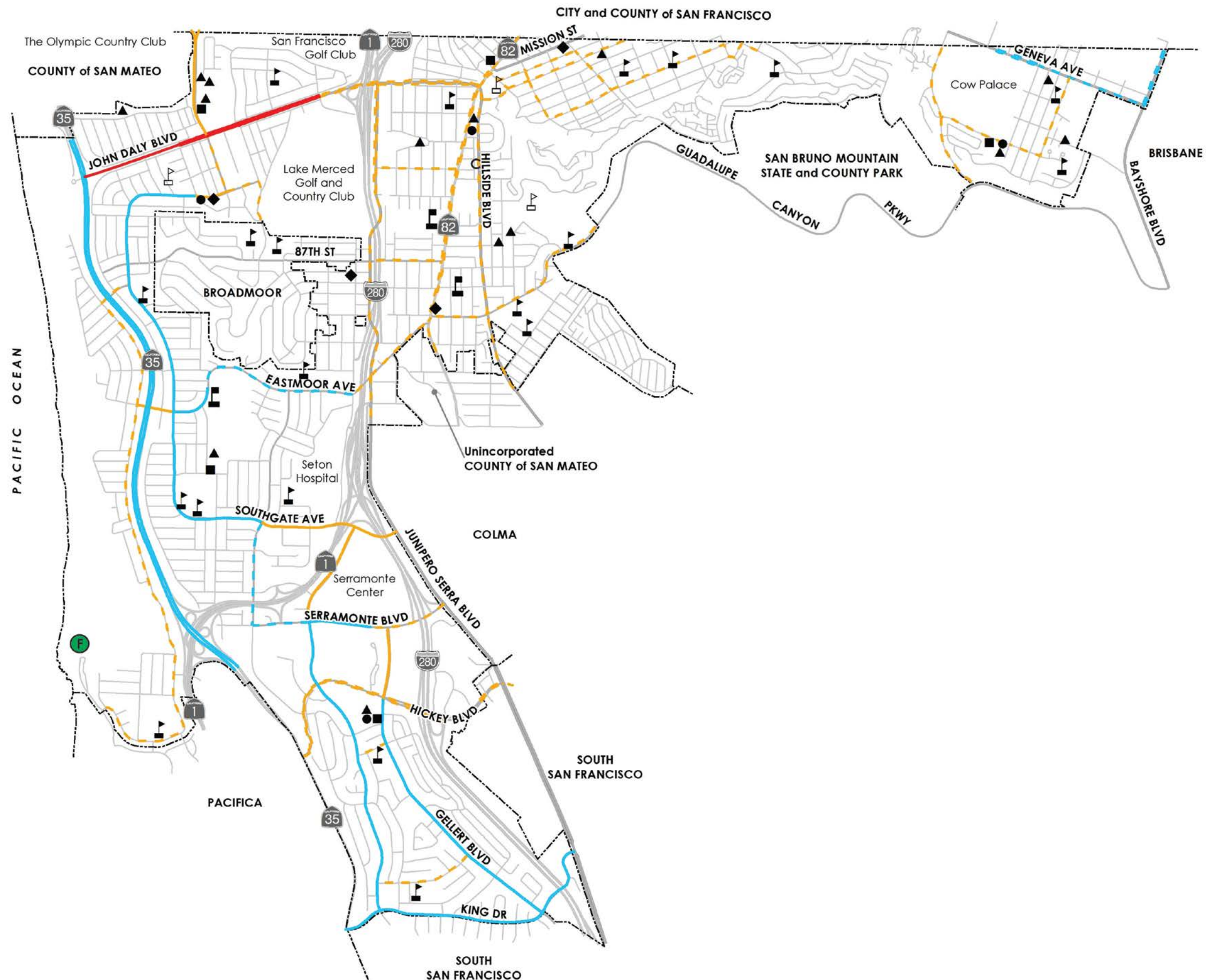


Figure CE-7
BICYCLE NETWORK

	Existing	Proposed*
Class I	—	---
Class II	—	---
Class III	—	---

*As Identified by the Bicycle Master Plan

CITY OF DALY CITY CIRCULATION ELEMENT



Pedestrian Circulation

The pedestrian circulation system in Daly City has been determined by the type and extent of land uses within the City. In the older areas of the City, most notably the Original Daly City and Crocker neighborhoods, commercial land uses are integrated with residential uses in the form of corner grocery stores that are easily accessed by walking rather than driving. The central location of Mission Street within these two neighborhoods also provides the residents with commercial uses within walking distance. However, in the newer areas such as the St. Francis Heights and Serramonte neighborhoods, commercial uses are concentrated in small neighborhood serving commercial shopping centers which are more easily accessed by automobile or bus, therefore restricting pedestrian access.

There are several hiking trails in Daly City. Most notably is the coastline trail which runs north to south along the Pacific coastline and closely follows the abandoned Highway 1 right-of-way. Other hiking trails in the city are located around San Bruno Mountain and provide access to San Bruno Mountain State and County Park. Although opportunities for new full-length trail development are limited, the development of a coastline trail would provide better access to Daly City's scenic coastal resources. In addition, the continued inclusion of pedestrian access easements in new developments located around San Bruno Mountain that provide links to the extensive trail system in the San Bruno Mountain State and County park would further promote hiking and a recreational activity in the City.

To assist the City in identifying potential pedestrian improvement, the Circulation Element calls for the development of a Pedestrian Mobility Plan (PMP) which would include specific projects for inclusion in the City's Capital Improvement Program (CIP). These projects would not just include new sidewalk construction, but projects that raise the profile of walking as a mode of transportation as well as expand walking as an attractive recreational opportunity in Daly City. In this regard, the Pedestrian Master Plan should make specific recommendations for both Mission Street and Geneva Avenue. An existing conditions report related to the PMP was under preparation as of the summer of 2011.

Circulation Goal, Policies, and Tasks

The circulation goal represents the type of circulation system the City would prefer. The objectives represent actions, which can be measured over time, that provide a general direction towards achievement of the goals, while the policies reflect more specific actions that the City has to take in order to attain the circulation goal.

The City's Circulation goal is:

“Develop and maintain an efficient, balanced transportation system which preserves and enhances environmental quality while providing for the safe movement of all people and goods throughout the community. To this end, the City shall strive to provide complete streets that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, seniors, and families, while continuing to maintain a safe and effective transportation system for motorists and movers of commercial goods consistent with the other goals, objectives, and policies of this plan.”

Several facets of the goal warrant consideration. First of all, a balanced transportation system provides the community with alternative transportation choices. Although the automobile is still the primary mode of transportation in the City, many people use other forms of transportation such as buses, taxis,

ridesharing, shuttle services and bicycles to move throughout the City. The location of BART in Daly City and in Colma also provides the community with an alternative method of travelling throughout the Bay Area region. However, there are some people who have little or no choice in terms of transportation mode. These transit dependent citizens must use public transit to move throughout the community or region. Emphasis should be placed on developing new choices and maintaining and improving existing alternative forms of transportation.

Second, the goal promotes the development of an efficient system. The efficiency of a transportation system is related to the reduction in costs associated with travelling between two places. Two types of costs, direct and indirect costs can be defined. Direct costs include: time, gas, vehicle maintenance, and traffic accidents. Indirect costs include: emotional or psychological stress, energy use, and air quality impacts. A reduction in these costs can be achieved through the development of a balanced, multi-modal transportation system.

Third, a balanced and efficient transportation system helps to preserve and enhance environmental quality. The use of alternative modes of transportation reduces the number of single occupancy vehicles, will result in improved air quality through the conservation of natural resources such as fuel and reduce parking demand. Adverse transportation impacts resulting from development can be mitigated through the requirement of contributions for transportation system improvements such as the signalization of intersections and widening of roads. Other transportation impacts such as insufficient parking can also be mitigated by requiring in-lieu fees for the construction of parking garages or requiring payments under a parking assessment district.

Fourth, all forms of transportation within the community provide for the safe movement of all citizens. The proper maintenance of streets, sidewalks, intersections, signals, bus stops and directional signs is essential to the safety of the community. The construction of handicapped modifications allow for the improved movement and safety of the physically handicapped. Programs and policies should be directed towards improving the safety of public transit systems that serve the City such as BART, SamTrans, and Muni, in order to ensure the safety of their passengers.

The following provides a set of integrated policies and tasks.

Vehicular Traffic

Policy CE-1: Use the City's traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City's existing roadway network is relatively free flowing during peak traffic periods.

Task CE-1.1: Keep the city's traffic model up to date to reflect new development, circulation network improvements, and land use projection amendments as they occur.

Task CE-1.2: Monitor traffic at intersections to identify timing of improvements by analyzing intersections currently operating at LOS C or worse on a regular basis. It is recommended that intersection counts are collected every five years on a typical mid-week day at these locations and analyzed per Daly City's Local Thresholds of Significance Guidelines to determine if and when improvements are needed. Unsignalized intersections should also be analyzed using the most current California Manual on Uniform Traffic Control Devices (California MUTCD) to determine if and when a traffic signal is warranted. Monitoring of intersections currently operating at LOS C or worse would continue through 2035, or until an improvement is warranted and implemented, whichever comes first.

Task CE-1.3: Require a traffic study as part of a complete application for discretionary projects which meet pre-determined criteria established by the City Engineer. The study shall determine the cumulative impact of the project on the City's principal intersections together with approved projects and projects under construction in Daly City and adjacent jurisdictions.

Task CE-1.4: Allow a trip generation discount pre-determined by the City Traffic Engineer for residential projects exceeding 30 dwelling units per acre located within 0.25 miles of any public bus hub or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)

Task CE-1.5: Require a traffic study as part of a complete application in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies* and proactively consult Caltrans where there exists ambiguity as to whether such a study is required under Caltrans guidelines.

Task CE-1.6: Incorporate a Level of Service (LOS) standard into Daly City's Local Thresholds of Significance Guidelines and use the standard as an evaluation measure for the traffic impacts created by new discretionary projects and to identify future roadway and intersection improvements in the City's Capital Improvement Program.

This standard shall be applied as follows:

- Require that a minimum LOS D be maintained at all principal intersections.
- Where a traffic study identifies that a discretionary project will degrade the Level of Service at any of the City's principal intersections to below acceptable levels, the City shall, through the environmental review process, require measures to mitigate the anticipated impact to a level of insignificance.
- New vehicular traffic created by a discretionary project that causes any of the City's principal intersections to degrade to LOS F during any traffic period shall be considered a significant impact subject to the preparation of an Environmental Impact Report (EIR). The EIR shall provide both mitigation measures and feasible project alternatives that would effectively mitigate anticipated traffic impacts to a level of insignificance.
- Mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. Traffic impacts which are not fully mitigable within a ten-year timeframe shall be considered temporarily unmitigable and subject to the adoption of a Statement of Overriding Considerations in addition to mitigation measures.
- The City shall consider the potential for adoption of a Statement of Overriding considerations related to traffic in instances where there is substantial evidence that the project possesses qualities (including environmental, legal, technical, social, and economic factors) that merit the project's approval despite the traffic impacts caused by the project.

The Local Thresholds of Significance Guidelines may provide additional detail and clarity.

Policy CE-2: Minimize impacts on collector and local streets by moving traffic with origins and destinations outside of Daly City efficiently to area freeways and major arterial streets.

Task CE-2.1: Review new development projects in adjacent jurisdictions and make every reasonable effort to ensure that these projects do not degrade traffic conditions at Daly City's principal intersection to Levels of Service identified in Daly City's Local Thresholds of Significance Guidelines.

Task CE-2.2: Support efforts by the City of Brisbane to establish an extension of Geneva Avenue, connecting with the Candlestick Highway 101 Interchange, as a part of the Baylands Specific Plan implementation, to the extent that any pass-through traffic originating from the new interchange can be effectively dissuaded/mitigated.

Task CE-2.3: Ensure that the Bi-County Transportation Study provides for an infrastructure phasing plan which ensures that Daly City roadways and intersections are not onerously impacted for significant periods of time.

Task CE-2.4: Limit and control the number and location of driveways into arterial streets and disallow any traffic entering City or State right-of-way to do so by backing into the right-of-way.

Policy CE-3: In areas adjacent to principal intersections anticipated to experience Level of Service degradations, give preference to new development that can demonstrate a 20 percent reduction in long-term vehicular trip generation.

Policy CE-4: Proactively plan for roadway network improvements by using the City's Capital Improvement Program (CIP) to prioritize necessary traffic improvements and identifying the funding sources necessary to construct these improvements.

Task CE-4.1: Continue updates of the CIP which include circulation improvements identified in Figure CE-3 and ensure that the figure is maintained to reflect all planned circulation improvements.

Task CE-4.2: Within the CIP, allocate to existing and new development the proportionate costs for traffic improvements identified in Figure CE-5, and identify anticipated funding sources for all improvements. In addition to circulation improvement projects in Daly City, the CIP should provide a component which identifies funding sources and responsibilities for joint-benefit transportation projects in adjacent jurisdictions to which the City intends to commit financial resources.

Task CE-4.3: Continue to collect AB1600 impact fees from new development and, from time to time, re-assess the amount and distribution of monies collected from such fees to ensure that these amounts are sufficient to provide an adequate pro-rata contribution toward the public improvements identified in the City's Capital Improvement Program (same as Task LU-17.2 and RME-11.1).

Task CE-4.4: As part of the comprehensive infrastructure plan for the Geneva Avenue Corridor identified in Task LU-3.2, develop a infrastructure enhancement fee program specific to new development in the Bayshore area which provides funding for any necessary circulation, utility, and joint-benefit projects planned in this area.

Policy CE-5: Work with the Metropolitan Transportation Commission to coordinate the transportation planning efforts of the City with those of adjacent jurisdictions.

Task CE-5.1: Support the Metropolitan Transportation Commissions (MTC) efforts to coordinate regional transportation planning insofar as they contribute to the accomplishment of the goals and policies of the General Plan.

Task CE-5.2: Ensure that the programs contained in MTC's Regional Transportation Plan are in accord with the needs of the City by participating in the yearly revisions of the plan.

Policy CE-6: Support regional efforts to improve traffic while accommodating future development.

Task CE-6.2: Participate in regional planning efforts conducted by CCAG and ensure the Countywide Congestion Management Program reflects the future transportation needs of Daly City residents and businesses.

Task CE-6.3: Actively participate in the multi-agency Bi-County Transportation Study currently being undertaken by the San Francisco County Transportation Authority to ensure that the study adequately identifies traffic improvements in and adjacent to Daly City necessary to accommodate future development in Bi-County study area.

Public Transit

Policy CE-7: Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.

Task CE-7.1: Participate in SamTrans service planning and work with SamTrans staff to ensure the service levels in Daly City are enhanced and expanded.

Task CE-7.2: Participate in efforts by MUNI to extend the 14 Mission Street bus service to the Daly City BART Station to the extent that such a connection does not require the installation of additional utilities in Daly City's right-of-way or create a visual blight on John Daly Boulevard.

Task CE-7.3: Participate in efforts by MUNI to extend the T-Third light rail line and construct a multimodal Bayshore transit station.

Task CE-7.4: Support efforts to enhance MUNI and SamTrans service in the Bayshore neighborhood.

Policy CE-8: Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles.

Task CE-8.1: Work with both San Mateo County Transit District and the San Francisco Municipal Transportation Agency to explore the concept of peak-hour exclusive bus-only lanes along Mission Street and Geneva Avenue.

Task CE-8.2: Ensure that plans for future exclusive bus-only lanes accommodate dedicated bicycle lanes identified by the City's Bicycle Master Plan.

Policy CE-9: Increase ridership levels for all public transit services by promoting public transit programs.

Task CE-9.1: Develop a program which provides free or reduced public transit vouchers to City employees who can demonstrate that their travel to work is provided primarily by public transit.

Task CE-9.2: Allow as a mitigation measures bona fide private programs which provide free or reduced public transit vouchers/passes to employees who can demonstrate that their travel to work is provided primarily by public transit.

Task CE-9.3: Ensure that access to public transit services is convenient by providing information about these services, such as bus routes and schedules, at City facilities such as libraries and community centers.

Task CE-9.4: Promote the development and maintenance of programs that increase transit ridership levels through incentives such as reduced fares and/or preferential passes for senior citizens, students, and other transportation dependent citizens.

Parking

Policy CE-10: **Parking requirements contained within the Zoning Ordinance should, as closely as possible, reflect accepted current parking trends. Regulations for residential uses should recognize the ability for high-density mixed-use development that is close to transit to reduce parking requirements.**

Task CE-10.1: As a part of the Zoning Ordinance update, ensure that parking requirements are identified for all non-residential land uses allowed within the City and that the off-street parking requirements for these uses reflect the minimum parking requirements supported by recognized parking demand studies.

Task CE-10.2: Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects (as defined in the Zoning Ordinance) and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components (same as Task HE-3.3).

Task CE-10.3: For larger residential projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus “park-n-rides”, etc.) (same as Task HE-3.4).

Task CE-10.4: Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling (same as Task HE-3.5).

Task CE-10.5: Clarify in the parking regulations that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of the units for extremely low-income households shall, however, be exempt from the minimum parking requirement identified by this task and instead be subject to providing at least 0.5 parking spaces per unit (same as Task HE-3.6).

Policy CE-11: Consider the use of in-lieu fees for parking areas, joint-use of parking areas, the creation of parking assessment districts, and other innovative methods of providing off-street parking.

Task CE-11.1: Continue to explore the potential for use of innovative methods of providing off-street parking in these and other areas.

Task CE-11.2: Formalize within the Zoning Ordinance the allowance of shared parking between uses and provided criteria which identify when shared parking is appropriate and the extent to which it is allowed.

Task CE-11.3: Explore amendments to the Zoning Ordinance to require the payment of parking in-lieu fees for parcels 5,000 square feet or less with direct frontage on Mission Street or Geneva Avenue. As part of any such amendment, the City shall identify capital improvement(s) for both Mission Street and Geneva Avenue toward which in-lieu money is expended within a certain time. These improvements may include any improvements that enhance parking, pedestrian mobility, or public transit access along each respective corridor.

Policy CE-12: Encourage parking lots of 500 or more spaces in new development to be provided in parking structures.

Task CE-12.1: Consider revisions to the Zoning Ordinance that require structured parking for projects which require the provision of 500 or more parking spaces in all zones, including Planned Development zones.

Bicycle and Pedestrian Travel

Policy CE-13: View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

Task CE-13.1: As part of the comprehensive infrastructure and streetscape plan for the Geneva Avenue Corridor (see Task LU-3.2), ensure that both public and private improvements provide significant accommodation of both pedestrian and bicycle transportation modes.

Task CE-13.2: Continue to participate in the effort of the Grand Boulevard Initiative for Mission Street and, when considering the design of Mission Street pedestrian improvements, make every reasonable effort to implement the street design guidelines identified by the Grand Boulevard Multimodal Transportation Corridor Plan.

Task CE-13.3: Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted.

Task CE-13.4: Ensure that as part of any reassessment of the City's Development Impact Fee (AB1600) that adequate and commensurate money is collected and distributed to City projects involving the expansion of Daly City's pedestrian and bicycle network. The amount of this allocation shall be determined at the time of the fee reassessment, should a reassessment occur.

Task CE-13.5: As part of the effort to unify the Zoning Ordinance into a more broad set of development regulations (as identified in Policy LU-14.3), review the City's public improvement (i.e., street, curb, sidewalk) standards to ensure that safe and effective bicycle and pedestrian circulation is accommodated to the same extent as the automobile.

Policy CE-14: **Actively comment on the environmental reviews completed by other public agencies and quasi-public agencies desiring to undertake projects within Daly City in an effort to ensure impacts to pedestrian and bicycle circulation systems are not impacted.**

Task CE-14.1: As part of any City involvement in or comments provided for the Geneva Avenue connection with the Candlestick Highway 101 Interchange, work toward the inclusion of the both pedestrian and bicycle transportation modes that, at a minimum, extend those identified in the Geneva Avenue infrastructure plan, and/or Daly City Bicycle Route Map.

Policy CE-15: **Ensure the new buildings along Mission Street and Geneva Avenue are situated so that they are easily accessible by pedestrians.**

Task CE-15.1: Explore amendments to the Zoning Ordinance to provide for maximum setbacks along Mission Street and Geneva Avenue, consistent with any City-adopted urban design plan, and which disallow parking within any provided front setback area.

Task CE-15.2: Amend the Zoning Ordinance to require, in new development projects located along either Mission Street or Geneva Avenue, that all parking spaces provided for projects located be either underground or placed behind buildings.

Policy CE-16: **Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.**

Task CE-16.1: Develop a Pedestrian Master Plan and, include specific projects in the City's Capital Improvement Program (CIP) that raise the profile of walking as a mode of transportation and as an attractive recreational opportunity. This Master Plan should make specific recommendations for both Mission Street and Geneva Avenue, consistent with any City-adopted urban design plan.

Task CE-16.2: Update the Comprehensive Accessibility and Mobility Plan, and codify requirements for private replacement of non-compliant sidewalk curbs for redevelopment or significant rehabilitation of non-residential properties.

Task CE-16.3: Improve pedestrian safety by providing adequate separation of pedestrian and motor vehicle traffic. This includes making provisions for sidewalks on newly constructed or existing roads and constructing pedestrian overcrossings in areas of heavy pedestrian and vehicular traffic.

Task CE-16.4: Make street crossings easier and more accessible to pedestrians by widening sidewalks, medians, installing bulb-outs, and/or allowing more time for pedestrians to cross the street.

Task CE-16.5: Consider developing parking lot design guidelines for shopping center parking lots exceeding a certain size that maximizes safe pedestrian access from perimeter sidewalks, parking lots to storefronts, and between storefronts.

Task CE-16.6: Work with BART on providing safe pedestrian access to and from the Daly City BART Station that utilizes existing street level crossings on John Daly Boulevard and maximizes either existing or future grade separated crossing(s) at this location.

Task CE-16.7: Evaluate increasing the City standard for new sidewalk construction to at least five (5) feet wide in an effort to increase sidewalk usability for pedestrians with strollers, wheelchairs, and other walking assistance devices.

Task CE-16.8: Explore amendments to the Zoning Ordinance which would require increased sidewalk dedication along roadways where existing sidewalk width has been determined by the City to be inadequate and/or less than optimal.

Task CE-16.9: Require as a condition of development/redevelopment project approval the provision of sidewalks and wheelchair ramps where lacking, repair or replacement of damaged sidewalks, and sidewalks that link directly to building entrances.

Task CE-16.10: Develop a policy which minimizes the number of curb-cuts along arterial and collector roadways.

Policy CE-17: Work with local school districts to implement projects and activities that promote walking to school among students, parents, and staff.

Task CE-17.1: Invite school districts in Daly City to participate in the Bicycle and Pedestrian Advisory Committee.

Policy CE-18: Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan

Task CE-18.1: Update the Bicycle Master Plan and Capital Improvement Programs to ensure that the City's bikeways system is effectively coordinated with the countywide system and conveniently serves major areas of attraction, such as shopping centers, public buildings, parks, schools and places of employment.

Task CE-18.2: Implement bicycle route improvements, which include signing, striping, paving and provision of bicycle facilities at employment sites, shopping centers, schools, and public facilities.

Policy CE-19: Take proactive steps to ensure that owning and using a bicycle in Daly City is a viable transportation option.

Task CE-19.1: Require the provision of secure covered bicycle parking for large multifamily residential, commercial and office/institutional uses, and other key destinations, including public facilities such as transit stations. The requirement for such provision shall be detailed in the Zoning Ordinance and may be implemented through either code compliance during major remodel or environmental review undertaken as a part of the California Environmental Quality Act.

Task CE-19.2: Encourage provision of showers and lockers for employees as a part of all non-residential development by providing within the Zoning Ordinance a pre-specified parking reduction for projects that provide such facilities in perpetuity.

Task CE-19.3: Pursue regional funding and other sources for new bikeways to the extent possible under federal and State law.

Task CE-19.4: Work with transit providers to ensure that transit facilities are equipped with adequate bicycle carrying capacity.

Task CE-19.5: Work with local school districts to implement projects and activities that promote bicycling to school among students, parents, and staff.

Complete Streets

Policy CE-20: Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.

Task CE-20.1: In the design of any new roadway and as a part of any development review, ensure that adequate infrastructure is included that promotes a safe and convenient means of travel for all users. This shall include the provision of sidewalks, shared use paths, and, where practical, bicycle lanes.

Task CE-20.2: In the review of new residential subdivisions, ensure that sidewalks are provided on both sides of the street where site conditions allow, whether the new street is public or private. Where determined feasible by the City and where minimum lot size can be maintained, new residential development shall provide separated sidewalks to ensure the comfortable and attractive sidewalks. The City shall update and provide a standard cross-section for separated sidewalk to developers.

Task CE-20.3: Require that new subdivisions be designed to minimize the use of cul-de-sacs, unless pedestrian connections are provided in perpetuity between cul-de-sac ends.

Task CE-20.4: Require during the design review of all new public or private parking lots and driveways the incorporation of raised sidewalks providing access from the City sidewalk adjoining the development to site interior or, in the case of non-residential development, to the proposed store- or office-front(s).

Task CE-20.5: Include infrastructure in new public roadway projects that facilitates safe crossing of the right-of-way, such as accessible curb ramps, crosswalks, refuge islands, and, where necessary, pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.

Task CE-20.6: Give strong consideration to mid-block pedestrian crossings where these crossings can be implemented safely and provide facilitate a direct pedestrian connection between properties and uses.

Task CE-20.7: As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities.

Task CE-20.8: Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right-of-way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.

Task CE-20.9: Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work.

Task CE-20.10 In any assessment, collection, and/or distribution of AB1600 funds, consider the implementation of City projects that further the provision of Complete Streets in Daly City.

Policy CE-21: Provide children with safe and appealing opportunities for walking and bicycling to school in order to decrease rush hour traffic and fossil fuel consumption, encourage exercise and healthy living habits in children, and reduce the risk of injury to children through traffic collisions near schools.

Task CE-21.1: Work with the school districts in Daly City to pursue encouragement programs such as Walk and Bike to School Days, as well as “Walking School Bus”/“Bike Train” programs at elementary schools, where parents take turns accompanying a group of children to school on foot or via bicycle.

Task CE-21.2: Work with the school districts in Daly City and advocates to obtain Safe Routes to School funding to implement educational programs.

Task CE-21.3: Work with the school districts in Daly City to encourage educational programs that teach students safe walking and bicycling behaviors, and educate parents and drivers in the community about the importance of safe driving.

Task CE-21.4 Enforce speed limits and traffic laws, assist in ensuring safe crossings, and promote safe travel behavior within the schools.

Policy CE-22: Prioritize safety and roadway improvements around schools.

Task CE-22.1 Pursue Safe Routes to School funding to implement infrastructure.

The following section defines some of these technical terms used in this document in an attempt to clarify their meaning. Many of the terms described below are also used in other planning documents, such as environmental impact reports, when estimating the traffic impact of a proposed development project.

Average Daily Traffic (ADT) is the total volume of traffic that crosses over a fixed point on a road in a 24-hour period. This data is usually averaged over a month, year, or several years.

Average Weekday Traffic (AWDT) is very similar to ADT. As the name indicates, the figure for AWDT does not include weekend traffic. The weekday traffic count is used when traffic from employment centers needs to be analyzed.

Accessibility is the relative ease with which a location can be reached by car, public transit, bicycle, or walking.

Capacity of a road or street is measured in several ways. Capacity of a road is the maximum number of vehicles that can use the road over a time period, such as one hour, under the prevailing roadway and traffic conditions. The prevailing roadway conditions are the factors that influence the design capacity of the roadway.

Design capacity is the number of vehicles that can use a portion of the roadway in one direction, for one hour. The design capacity assumes existing traffic conditions and works toward a prescribed level of service. For example, when traffic engineers are asked to design road improvements, they will analyze the existing traffic volumes and propose the improvements needed to meet the desired level of service. (See below for explanation of level of service.)

Intersection capacity is affected by design factors such as the width of the streets and the timing and length of the signal cycle. Other characteristics also factor into the capacity of an intersection. These include the percent of turning vehicles, the percent of commercial vehicles, whether parking is allowed nearby, pedestrian use of the intersection, and the location of bus stops.

Controlled access means that through traffic is given preferential treatment in the design of a roadway. Expressways and some arterials have controlled access to increase the capacity of the road to handle larger volumes of traffic. Access to a road is controlled by limiting connections to selected public streets, and prohibiting direct connections of private driveways.

Directional split is always associated with a number and is used to identify the difference in the number of vehicles travelling in opposite directions on a road.

Headway is the time between arrivals of a bus or train at a specific location.

Mobility—impaired refers to that segment of the population where physical or mental handicaps, or age has made it impossible for individuals to use standard modes of transportation such as a vehicle or public transit.

Mode of travel is the type of transportation used by people to get to where they want to go. A mode of travel can be an auto, bus, skateboard, bicycle, walking, rapid transit, or airplane. This plan uses the term **multimodal**. This means maximizing the use of all modes of travel in an effort to design and/or promote a circulation system that is efficient.

Paratransit is an alternative form of transportation that fall between a fixed route public transportation and the private automobile. Conventional public transit has predetermined schedules, fixed routes and stops, and is available to the general public. Depending on the type of paratransit service, it may or may not have a fixed route or stops, or a predetermined schedule. They do not serve the general public. The paratransit service is targeted for a specific group of people such as employees from a company, residents of a residential complex, or the mobility- impaired. Examples of paratransit are dial-a-ride, carpools, shuttlebuses, and shared-ride taxis.

Peak hour(s) is the sixty-minute period(s) in which traffic volume is the highest for the day. Peak hours during the weekday typically occur during the time periods from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.

Transportation Systems Management is the combination of several programs used by an employer to reduce the impact of single occupancy automobiles on the transportation system. A variety of ways can be used to reduce the impacts of a large concentration of employees on the traffic and air quality of an area. For example, the employer could provide a shuttle service to mass transit facilities, promote ridesharing of employees that live in the same area, or allow for flexible work hours that allow employees to arrive and leave work at non-peak hours of traffic congestion.

A trip is one-way travel from an origin to a destination for a particular purpose such as a journey-to-work or the grocery store. **A trip end** is both the origin and destination of a trip; each trip has two trip ends. **A person trip** is one way travel by one person from an origin to a destination by any mode of travel.

Volume/Capacity Ratio, or V/C Ratio is the ratio of the volume of traffic to the design capacity of a road to handle those volumes. For example, if the capacity of a road is 20,000 vehicles/day and a day of traffic counts indicate 18,000 vehicles are using the road, then the V/C Ratio is 1.8:2.0. VC Ratios are used to estimate levels of service and congestion.

CITY OF DALY CITY Safety Element



Introduction

Scope and Role of the Safety Element

The Safety Element identifies the natural and man-made hazards that the City needs to consider when making land use decisions or when preparing plans and policies for control and response to potential danger (i.e. emergency response plans, evacuation plans, etc.). The Safety Element is therefore a means to identify these hazards and to educate residents, City staff, elected officials, and other members of the community that a risk or a problem exists, and, when feasible, implement land use policies to reduce the public exposure to these risks.

A Safety Element is not a static document. It is a changing document in the light of advances in scientific discovery and new information. The past decades have ushered in many environmental laws based on new information addressing geologic safety, air quality, water quality, etc. Further, stricter development controls have been imposed to minimize or eliminate potential man-made hazards such as buildings in landslide areas or earthquake prone areas. In the past, homes and other structures were built in geologically sensitive areas in many parts of California and Daly City prior to the knowledge that a hazard existed. Recent disasters (i.e. the Loma Prieta earthquake of 1989, the Oakland fire storm of 1991, and the Northridge earthquake of 1994) have served as reminders of the need to be aware of the safety issues and to be prepared to deal with the aftermath of disasters.

State Planning Law

State planning law, Government Code Section 65302 requires every city and county to adopt a Safety Element. The element must contain, to the extent that they pertain to the community the following:

- the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche and dam failure;
- the effects of slope instability leading to mudslides and landslides, subsidence and other geologic hazards;
- mapping of known seismic or other geologic hazards;
- flooding; and
- identification and appraisal of evacuation routes, peak load water supply routes, and minimum road widths as they relate to identified fire and geologic hazards.

Background Information

A hazard is a potential danger, risk, threat, or peril and is often viewed as a constraint. It is necessary to understand the nature of hazards and constraints in order to effectively protect ourselves against these threats and to respond efficiently to disasters when they do occur.

Natural Hazards

Natural hazards are those that are not man-made. Natural disasters illicit the most fear and attention because the time, place, and intensity of their occurrence cannot be exactly predicted or forecasted. For example, seismologists talk in terms of ranges and probabilities, and do not yet have the exact science for predicting when and where the next earthquake will occur. Another cause of fear is that natural hazards are beyond our control. It is important to understand natural hazards, especially those that occur in our immediate vicinity. Increased knowledge and awareness may lead to better preparation so that one can avoid or minimize the effects of natural disasters.

Generally, there are four types of natural hazards that may occur in Daly City and nearby areas: seismic hazards, slope instability, flooding, and wildland fires. Each of these hazards is identified in Figure SE-1 on page SE-X and are described as follows:

Seismic Hazards

The San Francisco Bay Area is one of the most seismically active regions in the United States. The San Andreas Fault, which runs directly through the southwestern portion of the Serramonte neighborhood and coastal areas in Daly City, is considered the most dominant of all faults in the Bay Area.

The most recent earthquake on the San Andreas Fault was the Loma Prieta earthquake which occurred on October 17, 1989 with a 7.1 magnitude, epicentered 16 kilometers northeast of Santa Cruz. The event was responsible for 63 deaths and at least \$5.9 billion in damages, making it one of the costliest natural disasters in the United States history. On April 18, 1906, an earthquake measuring 8.3 on the Richter Scale caused near total destruction of San Francisco primarily due to resulting fires. A lesser known earthquake on the San Andreas Fault occurred on March 1957 and had a magnitude of 5.3 on the Richter Scale. Its epicenter was located just off the Daly City coast. Although there were no noticeable surface ruptures, the earthquake resulted in approximately \$1,000,000 in property damages and caused several landslides along the coastline.

The San Andreas Fault zone can be observed in the Mussel Rock area of the City, where the greatest potential for surface rupture exists in the City. The Alquist-Priolo Special Studies Zone Act of 1972 delineated special studies zone ranges from 750 to 1,000 feet on each side of the fault trace, for that portion of the zone located in Daly City. Surface rupture of the San Andreas within the Alquist-Priolo special studies zone could directly affect several single-family residences, a high school, and a mini-storage facility existing in the area.

Several different types of hazards are seismically-induced or caused by an earthquake. These hazards can be responsible for damage, the amount of which depends on several factors including existing geologic conditions and the extent and type of land uses in the area. Seismically-related hazards include surface rupture, ground shaking, liquefaction, subsidence, and landslides.

Surface Rupture. Surface rupture is the fracturing or cracking of the earth's surface by fault displacement or fault movement during an earthquake. Surface rupture in the form of landslides occurred during both the 1906 and 1989 earthquakes, the more recent of which produced cracks in sidewalks, streets, and residential lots causing curb separation, cracks on structures, and broken gutters.

Ground Shaking. The most perceptible of all hazards associated with earthquakes is ground shaking, the amount which depends on several factors including the local geology, the intensity and magnitude of the earthquake, and the distance of the area from the fault. Geologic formations that underlie a certain area greatly influence the intensity of the ground shaking. Thick, loose soils such as bay mud tend to amplify and prolong the shaking while bedrock formations are considered to be less susceptible to ground shaking.

Ground shaking is a potentially serious seismic hazard for Daly City. Since Daly City for the most part is underlain by weak to moderately consolidated, loose to firm sands, and is in close proximity to the San Andreas Fault, the potential for damage due to ground shaking is high. A Geologic Units Map prepared by the Association of Bay Area Governments (ABAG) classifies geologic units into categories of similar susceptibility to ground shaking from very low to extremely high (see Figure SE-2 on page X). The ABAG map indicates that if an 8.3 earthquake on the San Andreas Fault occurred, the portions of Daly City underlain by the Colma and Merced Formations would have moderately high to very high susceptibility to groundshaking. Areas underlain by the Franciscan outcrop, such as those adjacent to San Bruno Mountain, have low to moderately low susceptibility. Some areas in the Bayshore neighborhood, however, have high to extremely high susceptibility due to the mixture of different geologic formations near the San Francisco Bay.

Liquefaction. Liquefaction is the transformation of saturated, loose, granular soil such as silt sand or gravel to a liquefied state. In 1987, the United States Geological Survey (USGS), in cooperation with San Mateo County, prepared a Liquefaction Susceptibility Map for San Mateo County. The map categorizes areas in the county into eight classes of liquefaction susceptibility, ranging from low to high (see Figure SE-3 on page X). Because the data contained within Liquefaction Susceptibility Map is very generalized, the map should not be used to determine the presence or absence of liquefiable soils in any specific area. Rather, an on-site geotechnical investigation should be required to make a site specific assessment.

Subsidence. Subsidence is the sinking or lowering of a part of the earth's surface, and may be either earthquake-induced or occur independent of earthquakes. In Daly City, the potential for seismically-induced land subsidence is greater in areas most susceptible to liquefaction. Subsidence as a direct result of fault displacement is not as likely in Daly City due to the nature of the how the San Andreas Fault moves during an earthquake.

Landslides. Landslides have occurred in Daly City during major earthquakes, the most notable of which was as a result of the 1906 earthquake when large quantities of earth and rocks slipped down due to the earthquake (Lawson and others, 1908). The failure was so extensive that a cut bench for the Ocean Shore Railroad was entirely destroyed along a five kilometer stretch. Similarly, in 1957, a 5.3 magnitude earthquake with an epicenter near Mussel Rock caused extensive landslides along the same section of the bluffs. The Loma Prieta earthquake in 1989 also caused a large landslide and is notable because the landslide occurred about 55 miles from the earthquake's epicenter in Santa Cruz County.

Slope Instability

Slope instability hazards, consists of non-seismic landslides and cliff erosion, which exist where unstable hills and cliffs threaten occupied structures and public facilities.

Non-Seismic Landslides. Landslides are defined as the downward movement caused by gravity of soil, rock, mud, or debris. Landslides can occur as a direct result of an earthquake but more frequently they are caused by other natural events such as heavy rainfall. Landslides can also be the result of human activities such as grading and deforestation or removal of vegetation.

The effect of landslides in Daly City has been most prevalent in the Westlake neighborhood of the City where, over the past several decades, a number of existing homes have been removed due to risks posed by landslides. As recently as 2000, the City declared 21 single-family homes located on Westline

Drive unsuitable for human occupancy and the homes were subsequently removed. Blufftop erosion will continue to threaten existing homes. The vulnerability of homes to landslide hazards in this area is exacerbated by the San Andreas Fault which bisects the neighborhood.

Cliff erosion. This type of slope instability is often considered a type of landslide and is generally caused by an increase in moisture along the bluff line of a cliff which results in the breaking away of material along the face of the cliff. Development along the coastal bluffs can also contribute to increases in cliff erosion through increased runoff due to ineffective storm drainage design.

The rates of erosion along the bluffs vary greatly. A comparison of measurements taken between December 1974 and January 1982, for example, along the 900 block of Skyline Boulevard indicated that the cliff at that time had receded between one to thirteen feet over that time period. It was notable however, that other parts of the bluffs had receded at much slower rates.

Flooding

A flood is defined as a partial or complete inundation of normally dry land areas from the overland flood of a lake, river, stream ditch or other inland water body. It is also defined as the unusual rapid accumulation or runoff of surface waters and sudden collapse of shoreline land. The standard for assessing the risk of flood hazards is the 100-year flood plain. A flood plain is the land area that is submerged during a flood. The 100-year flood plain is the land area that has a one percent statistical probability of being flooded within any given year.

The Federal Insurance Administration (FIA) administers the National Flood Insurance Program and is the primary agency for flood related disasters and mitigation. The FIA also prepares and updates the flood zone maps. Flooding is not considered a significant natural hazard in Daly City. To attest to this fact, FIA has no flood zone map for Daly City. No part of Daly City lies within the 100-year flood plain meaning that the statistical probability of flooding is less than one percent in any part of the City on any given year. The City has been designated Flood Zone C (Flood Hazard No. 060317) per letter from FIA dated July 13, 1979. Areas within the 100-year floodplain are designated Flood Zone A.

Fire Hazards

Fires in urban areas pose one of the greatest threats to life and property. In Daly City, the close proximity of many of the structures to each other, combined with typical wood frame construction intensifies an emergency response. In addition, many older neighborhoods have narrow and steep access roads, and poor water pressure which also increases the potential hazard. Many fires in the City are caused by unattended cooking, accident, arson, and juvenile firesetters. While the majority of fires occur in vehicles, single family homes, and some wildland areas, regular inspections of commercial establishments have helped to keep fire incidents low.

There are numerous areas with potential for wildland fires in both San Mateo County and Daly City. Although not a true wildland, the Southern Hills section of Daly City has flammable vegetation consisting primarily of gorse weeds. This area has been identified by the California Department of Forestry as a very high fire hazard severity zone. Because of its designation, and fire hazard, the City has initiated a gorse weed abatement program for residents to clear the gorse weed and other combustible vegetation 50 feet away from structures. Other fire hazard areas within the City's boundaries are the wildlands adjacent to the freeways and highways, parks, and numerous areas where structures are built near vegetation.

Man-Made Hazards

Man-made hazards are those risks created directly by human activity (i.e. generation of hazardous materials) or those indirectly, accidentally, or unknowingly created as part of man's everyday living (i.e., houses near fault lines). Although it may be argued that since these hazards are caused by man and

are avoidable or can be controlled unlike natural hazards, the reality is that most man-made hazards could be eliminated or minimized only at great cost and effort. For example, a man-made hazard is the construction of houses and critical facilities near fault lines. It is often infeasible to relocate already built structures. At best, safety policies may be limited to response and containment of damage of existing facilities once a hazard occurs and controls of the siting or design of new facilities and structures.

Destruction or Damage of Critical Facilities

Critical facilities are facilities serving many people, such as hospitals, fire and police stations, and public utilities such as water, gas, and sewer transmission lines. A structure may also be considered a critical facility because it houses a large number of people: shopping centers, a BART station, schools, libraries, senior centers, churches and high-density residential structures. Damage to these sorts of facilities would be a serious disaster in itself or would act as a hindrance to response to disasters elsewhere.

Because the public utility infrastructure is old and many of the service delivery systems in the City are more than twenty-five years old, the potential for damage to these facilities is high. For example, the water and sewer systems infrastructure in some parts of the City are old and have a higher potential for damage than newer systems. Age of these critical facilities is a major consideration for hazard reduction and emergency preparedness.

Another factor to consider in damage to critical facilities is the potential effect of other threats and hazards. The water and sewer systems and other service delivery systems in the portion of the City traversed by the San Andreas Fault has a greater potential for damage and destruction in an earthquake.

Hazardous Materials

Hazardous materials and wastes include any substance that has the potential to cause substantial injury, serious illness, or harm to human beings and to the environment. A legal definition of hazardous waste is a material that is toxic, corrosive, flammable or an irritant. Hazardous waste may take many forms: liquid, solid, gas, sludge, or slurry. Wastes are often the by-products of the manufacturing process although the term also includes household items such as bleaches, pesticides, motor oils, thinners, and solvents. The threats brought about by hazardous materials are not limited to areas where these wastes are generated.

Safe and responsible management of hazardous materials, particularly hazardous waste, is one of the most important environmental issues facing the region, State, and nation. As society continues to depend upon chemical products and processes to enhance the quality of life, the potential for human exposure to hazardous materials increases. Some hazardous materials are known to produce serious adverse human health and environmental effects, while little is known about others. With the evolution of technology industries in the Bay Area and the general proliferation of toxics in the environment, it is essential that Daly City become more involved in the management of hazardous materials, particularly through development of techniques which protect public health and safety from hazardous materials exposure.

Hazardous Buildings and Conditions

A hazardous building is a structure that poses a risk to life or property in the event of an earthquake or other disaster. The hazardous condition is usually due to the fact that a structure was constructed prior to the adoption and enforcement of local codes requiring earthquake resistant design of buildings. An example of a hazardous building is one that was constructed of unreinforced masonry, and is inadequately maintained or abandoned.

Hazardous buildings and conditions can and have been responsible for human injury and death. At the same time, unsafe construction is a man-made hazard which is most amenable to control and

elimination. Thus, it is within the City's fundamental purpose to ensure that human health is protected and injury avoided through the guarantee of safe and adequate structures and living conditions.

Providing safe structures and conditions involve development of techniques which address both existing building stock and new building construction in the City. Regulating new development to conform to accepted set of construction standards is one approach toward obtaining safe structures. This technique involves adoption of a building code to assure uniform building practice and administration by the City.

Hazard Control and Emergency Response

The response to any man-made or natural disaster must include two parts: hazard control and emergency response. Of these two actions needed to adequately ensure safety, emergency response or emergency preparedness has received more attention and planning. However, lessons from the past and recent disasters point to the eventual need for hazard control and risk reduction.

Perhaps the most important lesson learned from the Loma Prieta and Northridge earthquakes is the need for a commitment to reduce risk over time. These earthquakes happened several years into fortuitous planning, seismic forecasting, and risk reduction statewide and still became the two most expensive natural disasters in United States history. A rational program of hazard control or risk reduction should be instigated over time. Hazards will not be immediately eliminated. Hazard control should start with a comprehensive program that emphasizes the reduction of existing risk and start in those areas of greatest life threats (critical facilities) and at the same time insure that risks are reduced for future development. In identifying critical facilities, cities should gather data on (1) which types of structures have the greatest potential for danger, (2) how many people use them and at what times of the day, and (3) where are they concentrated. Such programs and mitigations may be costly but experience has shown that it is more cost effective to invest in preparedness than to spend millions of dollars for relief and reconstruction.

Safety Goal, Policies, and Tasks

This section of the Safety Element contains a discussion of the goal, objectives, and policies the City has outlined in order to promote a safe environment. The safety goal reflects the general direction the City wishes to advance. The objectives represent actions which can be measured over time, and provide general direction toward achievement of the goal. The policies provide a more specific statement for achievement of the goal as well as direction for the formulation of programs to implement the goal.

The City's Safety goal is:

"Promote a safe environment which minimizes the potential risks from manmade and natural disasters, informs and educates the public on appropriate procedures to follow during emergencies, and integrates data from these disasters to identify hazardous areas and mitigation measures."

Several important issues in this goal should be addressed. First, the goal seeks to accomplish a safe environment for all citizens, businesses, structures, and uses within the City. In achieving a safe environment, the City must understand the nature of hazards which are both natural and manmade on a general level. Then the City must identify and assess the safety hazards and issues relevant to Daly City.

Second, the goal promotes the City to inform and educate the public about both natural and man-made disasters relevant to Daly City. In addition the City must inform the public about the appropriate procedures to follow during emergencies.

Third, the goal directs the City to gather information from natural and man-made disasters to better prepare the City and the public from potential disasters. In light of advances in scientific discovery and new information on disasters, the Safety Element will be updated to meet current levels of hazard assessment. Issues within the Safety element may change as new environmental laws are adopted which address geologic safety, air quality, and water quality. Further, as disasters occur, stricter development controls will be imposed to minimize or eliminate potential man-made hazards such as buildings in landslide areas or earthquake prone areas.

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

Seismic and Geologic

- Policy SE-1.1: Continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Update Safety Element maps as appropriate.**
- Policy SE-1.2: Require site specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.**
- Policy SE-1.3: Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties. All proposed development is subject to the City's Zoning Ordinance and Building Codes.**
- Policy SE-1.4: Prohibit development - including any land alteration, grading for roads and structural development - in areas of slope instability or other geologic concerns unless mitigation measures are taken to limit potential damage to levels of acceptable risk.**
- Policy SE-1.5: Design and improve all critical care facilities and services to remain functional following the maximum credible earthquake. Avoid placement of critical facilities and high-occupancy structures in areas prone to violent ground shaking or ground failure.**
- Policy SE-1.6: Work with San Mateo County, California Water Service Company, and the San Francisco Water Department to ensure that all water tanks and San Francisco's main water pipeline are capable of withstanding high seismic stress.**

Flooding

- Policy SE-2.1: Protect the City of Daly City from unreasonable risk to life and property caused by flood hazards by designing and constructing drainage facilities to improve the flow capacity of the City's water system in order to accommodate the storm water runoff generated by a 100-year storm.**
- Policy SE-2.2: Reduce localized flooding through City funded drainage system improvements; seek alternate funding where possible.**
- Policy SE-2.3: Continue to require the habitable portions of new structures to have a finished floor elevation 1.5 feet above the projected 100-year water surface or to be adequately protected from flooding.**

Policy SE-2.4: Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.

Policy SE-2.5: Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.

Fire Safety

Policy SE-3.1 Support and maintain the City's Insurance Service Office (ISO) rating of a Class 2, which establishes the fire insurance rates for the City.

Policy SE-3.2 Provide for a seven (7) minute total reflex time for arrival of a first due company to 90% of all emergency incidents.

Policy SE-3.3 Provide for an eleven (11) minute total reflex time for arrival of multiple fire companies to 90% of all structure fires.

Policy SE-3.4 Maintain fire company reliability, whereby 90 percent of all incidents are handled by the district fire company.

Policy SE-3.5 Continue to support and participate in the county wide auto-aid and boundary drop agreement within San Mateo County, which provides the closest fire resources to emergency and non-emergency incidents regardless of jurisdiction.

Hazardous Materials

Policy SE-4.1: Support efforts to locate, regulate, and maintain information regarding hazardous materials located or transported within the City.

Policy SE-4.2: Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation of such material in Daly City.

Policy SE-4.3: Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off-site treatment.

Policy SE-4.4: Promote measures aimed at significantly decreasing solid waste generation including community recycling. Require recycled materials storage and collection areas in accordance with requirements of the Recycling Ordinance.

Policy SE-4.5: Promote public awareness of safe and effective hazardous waste use, storage, and disposal; utilize the media sources to inform residents.

Policy SE-4.6: Require the preparation of a risk assessment to determine site suitability for applications for hazardous waste management facilities. Establish the distance requirements for these facilities from public assembly, residential or immobile population and recreation areas and structures. Assess impacts from seismic, geologic, and flood hazards, impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.

Emergency Operations

- Policy SE-5.1:** Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, peak storms, and like failure.
- Policy SE-5.2:** Continue to participate with San Mateo County's Automatic and Mutual Aid Programs, Area/County Emergency Plan, and Operational Area Emergency Services Organization as a basis for community emergency preparedness.
- Policy SE-5.3:** Continue to analyze the significant seismic, geologic and community-wide hazards as part of the environmental review process; require that mitigation measures be made as conditions of project approval.
- Policy SE-5.4:** Utilize emergency evacuation routes as determined by the Police Department. The evacuation routes will follow the major roadways as set forth in the Circulation Element.
- Policy SE-5.5:** Promote awareness of the City's emergency operations procedure; utilize media sources to inform residents.
- Policy SE-5.6:** Improve inter-jurisdictional, interagency cooperation with other public and private agencies for safety in future land use planning, hazard prevention and emergency response.
- Policy SE-5.7:** Support the adoption and full implementation of the Local Hazard Mitigation Plan (LHMP) which was adopted by the City Council on March 12, 2012, under resolution 12-33 and accepted by FEMA and posted by ABAG June 5, 2012.

Building Construction/Hazardous Structures

- Policy SE-6.1:** Regulate building construction practices to prevent hazardous structures and assure structural safety. Measures may include requiring conformance to an accepted set of construction standards, authorizing inspection of suspected dangerous structures, discontinuing improper construction activities, and eliminating hazardous conditions.
- Policy SE-6.2:** Support efforts to inform purchasers of existing buildings and structures that the City's building inspection services are available, upon request, to inspect structures, describe their condition and existing violations and provide construction history to the extent that such information is available.
- Policy SE-6.3:** Consider measures which would facilitate timely resolution of outstanding building inspection violations. Measures may include establishing authority to record citations against notified properties.
- Policy SE-6.4:** Facilitate rehabilitation of hazardous structures through measures which offer financial as well as technical assistance.
- Policy SE-6.5:** Encourage the Contractor's State License Board to undertake vigorous monitoring of and enforcement against unlicensed building activities.

Safety Programs

Safety Programs are action programs defining what Daly City is doing and intends to do to implement the policies and achieve the Goal and Objectives of the Safety Element. The Safety Programs are organized into two categories, Current and Proposed Programs for Safety. The program identifies the specific action; the existing or anticipated funding source; the responsible agency; and, the time frame for each component. The following specific actions have been undertaken by Daly City to achieve a safe community.

Current Programs for Safety

California Environmental Quality Act (CEQA) Environmental Review Procedure

The California Environmental Quality Act (CEQA) mandates an initial study be prepared for all projects that are non-discretionary in nature, i.e., projects that are allowed for which an applicant need only apply for a plan check and a building permit. An initial study is prepared for applicable projects and based upon findings of the study, the project is conditioned accordingly. If significant potential impacts are identified, an environmental impact report is required. Mitigation measures are applied to the project accordingly. The initial study would identify the effects of the project on available safety resources and the relative safety of the project itself.

Resource Protection Combining District

The Resource Protection Combining District may be used in conjunction with an underlying zoning district classification such as R-1 Single Family Residential or OS Open Space. The intent of the District is to ensure that the character and intensity of development does not create adverse impacts on geotechnically hazardous areas. The Resource Protection Combining District is used only in conjunction with the R-1 single family residential zoning district for those properties directly fronting coastal bluffs. The district requires that a Use Permit be acquired prior to any construction within the zone and prohibits construction within fifty feet of a bluff, on a slope greater than thirty percent, or where the vertical relief is ten feet or greater. The district prohibits grading or filling operations except those required as drainage and erosion control measures. In addition, each new project in the district must provide a geotechnical report which includes past and possible future landslide conditions. Furthermore, each project must have certification that the development will not endanger life or property during the economic life of the property.

Subdivision Ordinance

The Subdivision Ordinance sets forth minimum standards for land division, site preparation and facility design. Soil and Geotechnical reports may be required by the City Engineer.

Municipal Code

The Daly City Municipal Code requires all new and remodeled projects to comply with Building Code requirements, Fire Code requirements, and City ordinances applicable to development.

Inspection of Buildings

The Fire Prevention Services Bureau's Fire Safety Inspection Program includes enforcement of current fire and building code requirements. The Fire Prevention Services Bureau and the Building Division are responsible for the identification of hazardous buildings and proper structural maintenance of critical care facilities or services.

Fire Sprinkler Ordinance

This ordinance requires provision of a fire sprinkler system in new construction and existing occupancies. When an existing building undergoes any alteration, renovation, addition, or repair which exceeds 50% of the building's original gross area, the entire building shall be protected by an automatic fire sprinkler system. Gross area shall be the area included within surrounding exterior walls.. The ordinance was passed in an effort to provide additional life safety measures and fire protection primarily because of the close proximity of many of the structures to each other in the City.

Seismic Retrofit Program

This program provides assistance for citizens in retrofitting their home to safeguard against severe earthquake damage. The Building Division of the Economic and Community Development Department administers the voluntary program, which includes provision of construction handouts and promotion of an "open house for the public." The Building Division also issues permits for the seismic upgrades and inspects the construction.

Project Review

Proposed projects are reviewed by the Building and Planning Divisions, Police, Public Works, and Fire Department personnel. This procedure provides information for use in design review and the conditioning of permits for new development.

Emergency Operations

This Plan outlines the City's planned response to emergency situations. Emergency response is administered by the Police and Fire Departments. Daly City's emergency operations center (EOC) is located in rooms 201-203 of the War Memorial Community Center. The plan includes periodic practice drills to ensure emergency preparedness for both natural and man-made disasters.

Hazardous Material Inventory

This program involves the maintenance of records of hazardous materials locations for commercial/industrial businesses in the City. The program would determine the nature, extent, cumulative impacts, and an associated risk factor for hazardous material use and transportation within the City. The program is operated in conjunction with the Office of Environmental Health, Office of Emergency Services, and cooperation from local emergency response agencies.

Public Education for Use and Disposal of Hazardous Materials

The North County Fire Authority's Community Emergency Preparedness & Planning Division, as well as the Fire Prevention Services Bureau provides public education programs for both local businesses, and residents in areas including emergency preparedness, fire safety and hazardous materials and household hazardous waste. The household hazardous waste program, in conjunction with the Hazardous Material Inventory Program, regulates the location of uses involving the manufacture, storage, transportation, use, treatment, and disposal of hazardous materials to ensure community compatibility. The program also provides adequate siting, design, and performance standards for hazardous material sites.

San Mateo County Major Air Crash/High Risk Plan

This plan specifies initial notification and response assignments in reference to a major airliner accident or high rise fire in the County.

Automatic and Mutual Aid Programs

Local cities and the County utilize automatic and mutual aid programs to respond to major emergencies.

County Health Department

This agency provides comprehensive identification of hazardous waste generators within San Mateo County and enforcement of hazardous waste regulations. The department is continuing efforts to improve emergency spill response and prevent illegal dumping through vigorous enforcement and programs which educate the public and industry. The department is engaged in the preparation of a hazardous waste management plan which includes a Countywide survey of hazardous waste generators, full investigation of reported illegal disposal accidents, and development of a multi-agency emergency response plan.

Sheriff's Office of Emergency Services (OES)

The San Mateo County Sheriff's Office of Emergency Services & Homeland Security serves in the capacity of the Operational Area (OA) emergency management agency. Their function is to coordinate information, resources and priorities among local governments within the county following a disaster and serves as the communication link between the local government level and the state's regional level.

Proposed Programs for Safety

The following specific actions will be undertaken by Daly City in order to implement the policies outlined in the element.

Program S-1: Grading and Erosion Control Ordinance

Objective: Minimize runoff from grading
Responsible Agency: Department of Public Works, Engineering Division, Department of Economic and Community Development
Time Frame: 2013-2015
Funding Source: General Fund
Activity: Adopt ordinance which ensures that new construction, on-going businesses, and municipal maintenance will preserve storm water runoff which flows to the ocean and bay.

Program S-2: Implementation of Erosion Control Program

Objective: Reduce hazards associated with soil erosion
Responsible Agency: Department of Public Works
Time Frame: 2013-2014 initially, then continually
Funding Source: General Fund
Activity: Inspection and monitoring of construction activities to ensure compliance with the erosion and grading ordinance.

Program S-3: Establishment of a Geological Sensitive Zone

Objective: Protection of geologically sensitive areas
Responsible Agency: Department of Economic and Community Development, Department of Public Works, Engineering Division
Time Frame: 2013-2014 initially, then continuously
Funding Source: General Fund
Activity: This program involves identifying geologically sensitive areas throughout Daly City. These areas could include land subject to landslides, erosion, and areas

with steep slopes. The first phase of program will identify these areas. The second phase will include these areas in a combining district and preparation of performance standards to be included in Zoning Ordinance.

Program S-4:

CEQA - Thresholds of Significance

Objective:

Protection of geologically sensitive areas

Responsible Agency:

Department of Economic and Community Development, Planning Division

Time Frame:

2013-2014

Funding:

General Fund

Activity:

Prepare objective thresholds of significance which will trigger preparation of an EIR. Thresholds of significance will include conditions which relate to physical conditions of the land or the potential for natural or man-made disasters which would necessitate the preparation of an EIR.

CITY OF DALY CITY Resource Management Element



Introduction

Scope and Role of the Resource Management Element

Daly City, over time, has been developed primarily as an urban area, and therefore the discussion of resource management is limited to natural resources such as water, air, water, stormwater, vegetation and wildlife, and cultural resources including historic resources, archaeological resources, and visual quality. This is not to say, however, that there are no remaining resources worth managing in the Daly City area. San Bruno Mountain and the Daly City Coastline provide some of the greatest natural and archaeological resources in the County. Older portions of Daly City reflect the architectural styles of a bygone era, and remind us of the historical events that have made Daly City what it is today. Therefore, it is important that any remaining resources are carefully managed, to ensure that the spirit of environmental and historic preservation is upheld and that future generations can enjoy these precious resources.

State Planning Law

The Resource Management Element consists of the Conservation Element and Open Space Element as required by State Planning Law. State law permits the consolidation of elements when doing so will avoid redundancy, more easily achieve internal consistency, and effectively group together related goals, objectives, and policies for easier reference.

State Planning, Zoning and Development Law and State General Plan Guidelines provide direction for municipalities preparing the required General Plan Elements. Section 65302(d) makes specific reference to the content of the Conservation Element and indicates that Conservation Elements shall:

"Address the conservation, development and utilization of natural resources, Including but not limited to; water, forests; soils, rivers, harbors, fisheries, wildlife and minerals."

The requirement for, and the content, objectives, and intent of the Open Space Element are addressed in Government Code Sections 65302(e) and 65560-65567. Section 65302(e) mandates that every municipality shall include an Open Space Element in their General Plan. Sections 65560-65567 are specific sections of the code which define open space and give direction with regard to the content and objectives of the Element. Sections 65560(a) and 65563 are concerned with the requirement of an Open Space Element and the time frame in which that requirement must be met. Section 65560(b)(1-4) defines open space land as:

"Any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional or state open space plan as any of the following:"

- Open space for the preservation of natural resources.
- Open space used for the managed production of resources.
- Open space for outdoor recreation.
- Open space for public health and safety.

Section 65561(a-e) specifies the findings and declarations as to the need for open space, whereas Section 65564 requires that every open space element must contain an action program consisting of specific programs for implementation of the policies outlined in the Element. Sections 65566 and 65567 state that actions within a municipality must be consistent with the adopted open space element.

Background Information

Natural and cultural resources must be identified so that provisions for the conservation and preservation of those resources can be made.

Natural resources are defined as:

Resources present in the natural environment that could continue to exist without intervention by humans, but have the potential to be either depleted, eliminated, or preserved by humans.

Cultural resources are defined as:

Resources created by humans, that through events and places located within an area, describe the historic events that have contributed to the present culture of the City.

Natural resources discussed include: water, air, open space, and vegetation and wildlife. Cultural resources discussed include: visual quality, historic resources, and archaeological resources. Visual resources can be considered a combination of natural and cultural resources. This is due to the visual qualities associated with natural landscapes, man-made landscapes, and architectural design.

Water Resources

Up until the 1970s, most people viewed water as an unlimited resource. Since that time, supply shortages caused by declining rainfall levels and increasing demand for water, have resulted in mandatory conservation practices. In Daly City, water is used for many different purposes including domestic, commercial, and irrigation uses. The majority of water, however, is used by residents for drinking, cooking, and general household purposes, including residential irrigation. Since water is one of the most important and finite natural resources, determining the existing and future supply and demand is extremely important.

Water Supply

In June 2010, the City of Daly City adopted an Urban Water Management Plan (UWMP). The purpose of the plan is to describe the water system operated by the City's Department of Water and Wastewater Resources (DWWR) and the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to demands during normal, single-dry, and multiple-dry years.

According to the plan, the City pumps local groundwater and receives a large portion of its water supply from the San Francisco Public Utilities Commission (SFPUC) and supplements the SFPUC supply with groundwater pumped from six local wells. During dry periods, groundwater makes up a larger proportion (up to 45 percent) of the City's supply. The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant wherever feasible, to offset potable/aquifer water demands.

Historically, the City has provided an average of about 45 percent of its water from its wells. The recent replacement of Well 10 with the new Junipero Serra Well is expected to result in a groundwater supply average of 50 percent of water needs. Since 1999, groundwater supplies have provided as much as 44 percent in drought years and as little as 8 percent in wet years. Table RPE-1 shows the breakdown between groundwater production and surface water purchases for the Daly City System from 1999 to 2009.

Table RME-1: Historical Well Production and Water Purchases

Year	Groundwater Wells	Water Purchases	Total
1999	4,101	5,199	9,300
2000	3,960	5,534	9,494
2001	3,880	5,001	8,881
2002	2,190	6,678	8,868
2003	1,500	7,142	8,642
2004	1,018	7,843	8,860
2005	726	7,380	8,106
2006	862	6,795	7,657
2007	2,603	5,796	8,399
2008	3,564	4,791	8,354
2009	1,667	6,067	7,734
Average	2,370	6,202	8,572

Source: Daly City 2010 Urban Water Management Plan

Water Consumption

Information about how much is currently consumed by City water customer is provided by analyses of water meter data. For purposes of this analysis, metered water customers are classified as single-family residential, multifamily residential, commercial, industrial, institutional, governmental, and landscape irrigation (there are agricultural uses in the City). Table RPE-2 on page 190 identifies the water use and customer account profile percentages for each water use sector. These classifications provide a basis by which current consumption patterns among various types of customers may be analyzed.

According to the table, the largest number of customers (55 percent) was single-family residences, including attached dwelling units with individual meters. The second largest customer group was the multifamily with connections comprising about 30 percent of total accounts. The relative proportion of demand that each of these customer types exerts on the water system is not however the same. Although comprising five percent of the total connections, nonresidential customers represent 16 percent of the average annual demand. Multifamily connections account for another 30 percent of the annual water demand leaving 55 percent of the metered demand originating from single-family residential units.

Table RME-2: Historical Well Production and Water Purchases

Category	Use profile percent	Accounts	Account Percentage
Single Family	54.5	18,683	83
Multifamily	30.26	2,840	13
Commercial	8.65	668	3
Industrial	0.13	3	0.01
Institutional	2.47	80	0.36
Governmental	2.35	112	0.5
Irrigation	1.64	123	0.55
Total No. of Accounts in 2001		22,509	100

Source: Daly City 2010 Urban Water Management Plan

Future Water Use

To determine future water use, the UWMP model uses population and employment projections provided by the Association of Bay Area Government's *Projections 2007* document for Daly City to estimate how much water demand there will be. Table RPE-3 provides a summary of projected water deliveries based on these population and growth figures for the year 2030.

Table RME-3: Projected Water Deliveries in Year 2030

Water Use Sector	Number of Accounts	Metered Volume
Single family	22,360	4,945
Multi-family	3,399	2,763
Commercial	1,723	1,469
Industrial	4	14
Institutional	207	567
Governmental	134	251
Landscape irrigation	147	150
Agriculture	0	0
Total	27,974	10,158

Source: Daly City 2010 Urban Water Management Plan

Total water use within the City is the sum of the water use by customer type and water losses. Through water conservation designed to save 0.82 million gallons per day (mgd) by 2035, the UWMP estimated that the City's water use will remain consistent with current use. Table RPE-4 summarizes the total water use for the City through 2035.

Table RME-4: Projected Water Deliveries in Year 2030

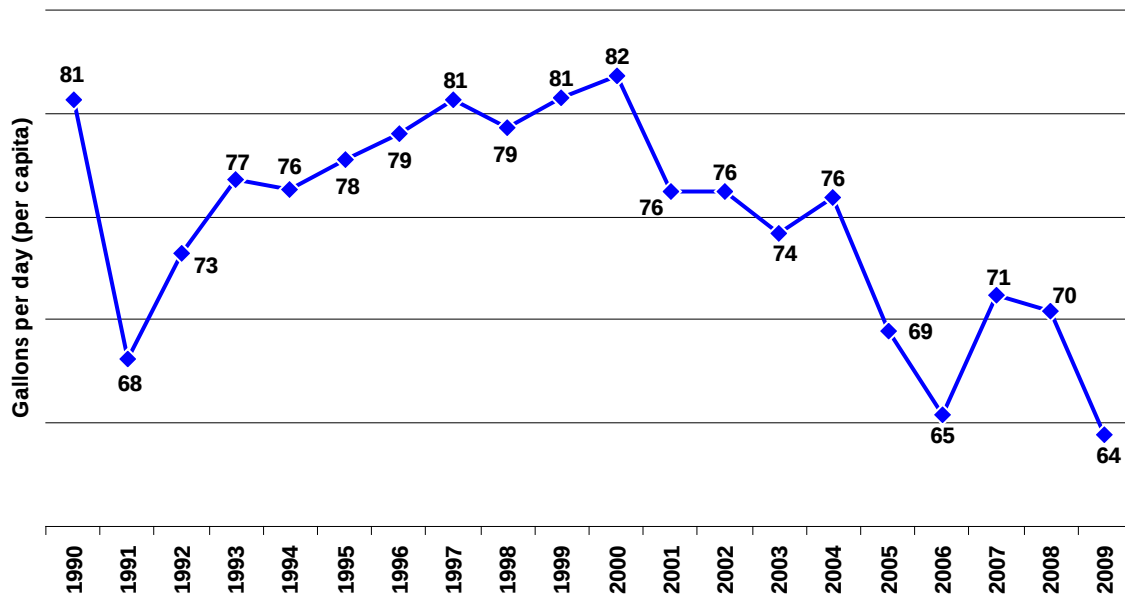
Water Distributed	Total Water Use (AFY)				
	2015	2020	2025	2030	2035
Total Water Deliveries	9,396	9,965	10,036	10,159	10,192
Sales to Other Water Agencies	0	0	0	0	0
Additional Water Uses and Losse	3,704	7,561	7,579	7,597	7,617
Total	13,100	17,526	17,615	17,756	17,809

Source: Daly City 2010 Urban Water Management Plan

Water Use Reduction Plan

In 2000, the City began implementing an aggressive water conservation program and has had a consistently low per capita water demand, i.e., less than 100 gallons per capita per day (gpcd), as shown in Figure 3-2.

Figure RME-3.1: Per Capita Per Day Water Demand 1990 - 2010



Source: City of Daly City Department of Water and Wastewater (water data)

It is important to note that conservation practices instituted in the past three decades during two major droughts and, most recently, during two dry years have contributed to the below average gpcd use. During emergencies, conservation is a more limited option in Daly City as the City's current use is already at 48 gpcd for residential uses and 62 gpcd for gross use. Daly City's per capita use is less than the regional use among other water delivery agencies (excluding Stanford University) of 78 gpcd for residential uses and 130 gpcd for gross use.

Air Resources

The overall quality of life in Daly City is directly related to air quality. Significant amounts of air pollution are unsightly and can result in health hazards for residents. Fortunately, the Bay Area's air quality has actually improved significantly over the past several decades. According to the Bay Area 2010 Clean Air Plan prepared by the Bay Area Air Quality Management District (BAAQMD), this improvement has greatly reduce health effects related to air pollution, extending the average life expectancy in the Bay Area by approximately six months over the past two decades. In economic terms, the public health dividend of the improvement in air quality provides billions of dollars in benefits to the Bay Area each year.

Undoubtedly, implementation of the policies and programs outlined in the General Plan could result in air quality impacts. Development activities contemplated by the Housing and Land Use Elements for example will indirectly pollute the air by causing increases in traffic, construction dust, and greenhouse gas emissions. For this reason, the policies and programs contained within this Resource Management

Element are directed towards compliance with and implementation of the regional Air Quality Plan which identifies regional policies targeted to toward minimizing these air quality impacts.

In Daly City, vehicle emissions and construction activities are considered to be the primary contributors to increases in air pollution levels. BAAQMD inventories of stationary sources of air pollution within the Bay Area Air Basin do not identify any major stationary sources of air pollution within Daly City's city limits.

Regulating Air Quality

Under the authority of the Clean Air Act of 1970, the United States Environmental Protection Agency (EPA) has established air quality standards for six air pollutants: ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and particulate matter. The California Air Resources Board (CARB) has also established air quality standards for these same pollutants, which in many cases are more stringent than those developed by the EPA. Both federal and state air quality standards prescribe the level of a pollutant that cannot be exceeded during a specific time period, usually one, eight, or twenty-four hour periods within a specific area. A description of regulated pollutants is provided in the subsequent section.

For the purpose of managing California's air resources on a regional basis, the CARB has divided the state geographically into 15 air basins which possess similar meteorological and geographic conditions. Daly City is located in the San Francisco Bay Area Air Basin, which includes seven Bay Area counties, each of which is subject to the regulatory authority of the Bay Area Air Quality Management District (BAAQMD).

Because polluted air cannot be contained within any single jurisdiction, the regulatory authority of the BAAQMD provides guidance to municipalities like Daly City in developing implementation measures for helping to improve regional air quality. The General Plan provides a policy for framework for implementing measures to reduce air quality impacts in the area of land use planning. In addition to the preparation of the plan, the BAAQMD is also responsible for regulating point or stationary sources of air pollution. Stationary sources include: manufacturing and chemical plants; oil refineries; and construction sites. Other types of air pollution, such as vehicle emissions, are often referred to as mobile sources of air pollution.

Air Pollutants

The following air pollutants are regulated by the Federal Government, State of California, and Bay Area Air Quality Management District (BAAQMD):

Ozone (O₃) is a gas composed of three oxygen atoms and is not usually emitted directly into the air, but at ground-level is created by a chemical reaction between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. Ozone has the same chemical structure whether it occurs miles above the earth or at ground-level and can be "good" or "bad," depending on its location in the atmosphere. In the earth's lower atmosphere, ground-level ozone is considered "bad," where it is the primary constituent of smog. Motor vehicle exhaust and industrial emissions, gasoline vapors, and chemical solvents as well as natural sources emit NO_x and VOC that help form ozone. Sunlight and hot weather cause ground-level ozone to form in harmful concentrations in the air. As a result, it is known as a summertime air pollutant.

Carbon monoxide (CO) is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Higher levels of CO generally occur in areas with heavy traffic congestion. In cities, 85 to 95 percent of all CO emissions may come from motor vehicle exhaust. The highest levels of CO in the outside air typically occur during the colder

months of the year when inversion conditions are more frequent. The air pollution becomes trapped near the ground beneath a layer of warm air.

Particulate Matter (PM). Particle pollution is a complex mixture of extremely small particles and liquid droplets created by both natural sources, such as wind-blown dust and pollen, as well as man-made sources, such as vehicles, roads, and industrial and agricultural practices. The size of particles is directly linked to their potential for causing health problems. Particles that are 10 micrometers in diameter or smaller are considered unhealthy because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects.

Particle pollution is grouped into two categories:

- "Respirable Particulate Matter," such as that found near roadways and dusty industries, are larger than 2.5 micrometers and smaller than 10 micrometers in diameter. This pollution is referred to as **PM10**.
- "Fine Particulate Matter," such as that found in smoke and haze, are 2.5 micrometers in diameter and smaller. These particles can be directly emitted from sources such as forest fires, or they can form when gases emitted from power plants, industries, and automobiles react in the air. This pollution is referred to as **PM2.5**. According to the 2010 Bay Area Clean Air Plan, Exposure to PM2.5 is by far the leading public health risk from air pollution in the Bay Area, accounting for more than 90 percent of premature mortality related to air pollution.

Sulfur dioxide (SO₂) is a colorless gas emitting a strong, irritating odor. The odor, which is similar to rotten eggs, is most noticeable around oil refineries, power plants, and sewage treatment plants. Sulfur dioxide (when oxidized to sulfur trioxide), in combination with nitrogen oxides, is responsible for the creation of acid rain. SO₂ also is linked with a number of adverse effects on the respiratory system.

Nitrogen dioxide (NO₂) is a brown-colored toxic gas, noticeable in the Bay Area as a reddish-brown haze. It is one of two oxides of nitrogen formed by combustion, the other being nitric oxide. Automobiles and industry are the major contributors to the formation of oxides of nitrogen. The evaporation of paints, inks, solvents or gasoline, as well as the burning of fuels or organic materials, result in the formation of organic gases. Photochemical oxidants are formed in the atmosphere during a chemical reaction between nitric oxide (which is converted to nitrogen dioxide during the reaction), organic gases and sunshine.

Existing Air Quality

Due to its close proximity to the coast and resulting onshore winds, the air quality within Daly City itself is generally excellent during a majority of the year. BAAQMD air quality monitoring stations in San Francisco, the closest to Daly City, indicate that the area is an attainment area for all federal and state ambient air standards except particulate matter (PM10 and PM2.5). The City's previous Resource Management Element previously identified this station as exceeding the state and federal standards related to CO emissions. However, the entire air basin has been in attainment of the CO standards since 1991 due largely to the introduction of cleaner burning fuels and a more efficient fleet of motor vehicles. A summary of this localized monitoring between the years 2002 and 2009 is provided in Table RME-5.

Table RME-5: Local Air Quality (2002 – 2009)

Air Pollutant	2009 Standards		Study Year								Total Exceedances (CA + US)
	California (CA)	National (US)	2002	2003	2004	2005	2006	2007	2008	2009	
Ozone											
1-Hour (ppb)	90	-	50	90	90	58	53	60	82	72	
8-Hour (ppb)	70	75	50	60	60	54	46	49	66	56	
Days of Exceedance (CA)			0	0	0	0	0	0	0	0	0
Days of Exceedance (US)			0	0	0	0	0	0	0	0	0
Carbon Monoxide											
1-Hour (ppm)	20	35	3.5	3.6	2.9	2.5	2.7	2.5	5.7	4.3	
8-Hour (ppb)	9	9	2.6	2.8	2.2	2.1	2.1	1.6	2.3	2.9	
Days of Exceedance (CA/US)			0	0	0	0	0	0	0	0	0
Nitrogen Dioxide											
1-Hour (ppm)	0.25	-	0.08	0.07	0.06	0.066	0.107	0.069	0.062	0.059	
Annual Average (ppm)	0.03	0.053	0.019	0.018	0.017	0.016	0.016	0.016	0.016	0.0151	
Days of Exceedance (CA/US)			0	0	0	0	0	0	0	0	0
Sulfur Dioxide											
24-Hour (ppm)	0.04	0.14	0.006	0.007	0.008	0.007	0.006	0.006	0.005	-	
Annual Average	-	0.03	0.0019	0.0022	0.0014	0.0014	0.0013	0.0015	0.0015	-	
Days of Exceedance (CA/US)			0	0	0	0	0	0	0	-	0
Particulates ≤ 10 microns (PM ₁₀)											
24-Hour (µg/m³)	50	150	21	52	52	46	61	70	41	36	
Annual Average	20	-	24.7	22.7	22.5	20.1	22.9	21.9	22	18.7	
Days of Exceedance (CA)			2	1	1	0	3	2	0	0	9
Days of Exceedance (US)			0	0	0	0	0	0	0	0	0
Particulates ≤ 2.5 microns (PM _{2.5})											
24-Hour (µg/m³)	-	35	70	42	46	43.6	54.3	45.2	29.4	35.6	
Annual Average (µg/m³)	12	15	13.1	10.1	9.9	9.5	9.7	8.7	9.8	9.7	
Days of Exceedance (US)			4	0	0	0	3	5	0	1	13
Total Exceedances (CA + US)			6	1	1	0	6	7	0	1	22

Source: Bay Area Air Quality Management District (BAAQMD) Bay Air Air Pollution Summaries 2002-2009

On a regional level, the Bay Area as a whole attains all national and state standards for four of the six criteria pollutants: lead, carbon monoxide, sulfur dioxide, and nitrogen dioxide. It has not however attained standards for ozone and PM. Under the Clean Air Act, areas that do not meet federal ambient air quality standards must prepare an Air Quality Management Plan outlining the measures that need to be undertaken to meet the federal and state standards. In the Bay Area, the BAAQMD has been charged with preparing such a plan due to non-attainment of the PM air quality standard.

Thresholds of Significance

To assist the City in conforming to state and federal air quality regulations, the BAAQMD has adopted thresholds of significance to be used when the City reviews any discretionary project subject to the California Environmental Quality Act (CEQA). The thresholds of significance are included in the Air District's updated CEQA Guidelines. It is the Air District's policy that the adopted thresholds apply to projects for which a Notice of Preparation is published, or environmental analysis begins, on or after the applicable effective date.

The BAAQMD CEQA Guidelines recommend air quality significance thresholds, analytical methodologies, and mitigation measures for local agencies to use when preparing air quality impact analyses under CEQA. The updated CEQA Guidelines seek to better protect the health and well-being of Bay Area residents by addressing new health protective air quality standards, exposure to toxic air contaminants, and adverse effects from global climate change.

The updated CEQA Guidelines address recent changes in air quality standards for ozone and particulate matter (PM) from the State of California and federal government. The new health-protective air quality standards are in response to growing scientific evidence that exposure to ozone, fine particles, and air toxics have greater health effects than previously estimated. In addition, the BAAQMD's new greenhouse gas thresholds were developed to ensure that the Bay Area meets the State's plan to address global climate change. The CEQA Guidelines also address exposure to toxic air contaminants, which is associated with increased risk for cardiovascular disease, asthma, reduced birth weight, and higher mortality. Although air quality in the Bay Area has improved over the last thirty years, fine PM and other air toxic contaminants released by transportation and industrial activities threaten the health of local residents. The updated CEQA Guidelines seek to better protect the health and well-being of Bay Area residents.

Stormwater Management

Urban development is a major contributor to stormwater-caused pollution. Development or redevelopment of property represents an opportunity to incorporate measures that can reduce water quality impacts over the life of the project. The legal mandate to do so stems from the Federal Clean Water Act which required municipalities like Daly City to proactively control and regulate pollution from their municipal separate storm sewer systems (MS4) to the maximum extent feasible. In addition, the State of California's Porter-Cologne Water Quality Control Act of 1969 and other State legislation require municipalities to protect water quality.

On October 14, 2009, the San Francisco Bay Regional Water Quality Control Board (RWQCB) adopted the Municipal Regional Stormwater NPDES Permit for the San Francisco Bay Region. In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 76 Bay Area municipalities, including the City of Daly City.

The intent of these various laws and permits is to mitigate potentially detrimental effects of urban runoff through proper site design and source control early in the development review process, and to provide guidance in the selection of appropriate Best Management Practices (BMPs). BMPs are defined as methods, activities, maintenance procedures, or other management practices for reducing the amount of pollution entering a water body. The City of Daly City reviews individual public and private

projects for stormwater conformance with applicable laws, policies, and guidelines, and is the lead City agency responsible for implementing the C.3 Provision requirements of the NPDES Permit related to new development and redevelopment.

The C.3 Provisions of the NPDES Permit require each of the co-permittees, including the City of Daly City, to implement measures/BMPs to reduce stormwater pollution and to reduce increases in stormwater runoff flow, volume, and duration (“hydromodification”) from new development or redevelopment projects. In addition to the NPDES Permit provisions, all construction projects in the City of Daly City are regulated by the NPDES General Permit for Storm Water Discharges Associated with Construction Activity (General Permit), which requires the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) for all projects that disturb an area of one acre or greater.

Open Space

Open space is one of the most precious and limited natural resources in Daly City. For the purposes of discussion in this element, open space has been divided into two categories: 1) Open Space as a Natural Resource and; 2) Open Space for Recreational Purposes.

Open Space as a Natural Resource

As identified by the General Plan Land Use Map, approximately 400 acres within Daly City will continue to remain designated as Open Space Preservation on the General Plan Land Use Map. Areas within this acreage are a large conglomeration of vacant parcels along the coastline that, because of environmental constraints such as steep slopes and unstable soils, have limited development potential.

In addition to their designation as Open Space Preservation in the General Plan, coastal bluff areas are protected through the Resource Protection (-RP) Combining District of the Zoning Ordinance. This combining district prohibits construction within 50 feet of the blufftop, on a slope greater than thirty percent, or where the vertical relief is ten feet or greater. The district also prohibits grading or filling operations except for those required as drainage and erosion control measures, and requires permanent vista corridors of at least five feet or 15 percent of the lot, whichever is greater, for any development which occurs within the district.

Although areas designated as Open Space Preservation function primarily as non-usable open space, portions of the coastal bluffs and beaches provide limited recreational opportunities for Daly City residents. However, these areas have not been designated as recreational open space because they do not contain any recreational improvements such as playground equipment, benches, and similar improvements.

Open Space for Recreational Purposes

This category of open space has been further divided into two categories: public and private recreational open space. Public recreational open space consists of City parks and related facilities, and State and County parks. Private recreational open space consists of private golf and country clubs which limit access only to members.

City parks. Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. Table RME-2 identifies each of the parks, tot lots, and recreational facilities in Daly City. School playgrounds also provide recreational open space opportunities, but have not been included in this figure because they are owned and regulated by their respective school districts, and are only available during limited periods of time to residents of Daly City.

State and County parks. In addition to City parks, San Bruno Mountain State and County Park provides Daly City residents with a variety of open space and recreational facilities and unique views of the San Francisco Bay Area. The 2,063-acre park is located east of the City's Hillside neighborhood and

comprises both State and County owned lands. The planning, development, and management of the park, however, is the responsibility of the San Mateo County Division of Parks and Recreation. The park is also the home of several rare and endangered species of plants and animals. Endangered species located on the mountain are discussed in greater detail in the Vegetation and Wildlife section of this element. Recreational facilities in the park include: picnic; day camp and open space areas; scenic vista areas; a nature interpretive center; as well as hiking, bicycling and equestrian trails.

At the coastline, Thornton Beach State Park, which has been made largely inaccessible due to landslides, now provides a panoramic overlook and parking lot adjacent to Highway 1, at the end of the John Daly Boulevard.

Private parks. Private recreational open space in Daly City is comprised of three golf and country clubs located in the northwestern portion of the City. These clubs include the Lake Merced Golf and Country Club, and portions of the Olympic and San Francisco Golf and Country Clubs. Although these areas contribute to open space in Daly City, they do not provide recreational opportunities for all Daly City residents. All three of these golf and country clubs restrict use to members only.

Recreational Facility Deficiencies

The City has twenty-seven recreational facilities dispersed throughout the various neighborhoods to serve residents. While the number of facilities might be abundant, the city as a whole contains only approximately 0.26 acres of parkland per 100 dwelling units, well below the State Recreation Commission standard of 2.6 acres of parkland per 100 dwelling units. In terms of population, Daly City contains only .76 acres of parkland per 1,000 persons, well below the National Park and Recreation Commission Standard of four to five acres per 1,000 persons.

To comply with these standards, the City would need to provide several hundred acres of additional parkland, a prospect which is impractical due to both fiscal limitations and the general lack of vacant land on which to construct new centrally-located park facilities. Also, it is worth noting that the aforementioned standard should be viewed as a guideline only and does not necessarily represent a definitive or even the most appropriate measure of the amount of required recreational facilities for a specific city, but rather should be considered as one means of determining system-wide deficiencies. Based on the City's current parkland dedication ratio of three acres per 1,000 residents identified in the Municipal Code, the City would need to provide 15.8 acres of parkland to meet future need resulting from the additional population.

While the potential for construction of additional active park space may be limited due to fiscal realities and a scarcity of vacant land in locations suitable for park space, the City could instead improve underutilized park sites already owned by the City or properties owned by the City that have the potential for passive recreation.

One example of an area that has the potential for passive recreation is the Mussel Rock area, which is located along the coastline and functions primarily as a natural resource due to the environmentally sensitive habitat area on the bluffs surrounding it. While the Mussel Rock area is currently undeveloped, the potential exists for the portions of the area to be improved with amenities such as directional signage, cultural/environmental interpretive stations, a recreational par course, and/or developed vista points. To this end, Task RME-12.1 provides for the development of Mussel Rock Park as a passive recreational area for community use.

Table RME-5: Existing Daly City Parks, Tot Lots, and Recreational Facilities

Parks		Tot Lots	
Name	Size	Name	Size
Bayshore Heights Park	3.50	Alta Loma Tot Lot	0.11
David Rowe Park	3.50	Ardendale Tot Lot	0.40
Broderick-Terry Duel Site	3.19	Camelot Tot Lot	0.37
Edgewood Park	1.00	Cameo Ct. Tot Lot	0.30
Dan Gilbrech Park	0.64	Caterbury Tot Lot	0.40
Gellert Park	19.53	Hampshire Tot Lot	0.40
Hillside Park	6.40	John Daly Tot Lot	0.18
Lincoln Park	2.40	Longview Tot Lot	0.30
Marchbank Park	7.77	Lycett Tot Lot	0.59
Northridge Park	1.31	Mission Hills Tot Lot	0.68
Palisades Park	0.99	Norwood Tot Lot	0.20
Westlake Park	10.44	Polaris Tot Lot	0.20
Westmoor Park	7.64		
Other Facilities		Undeveloped	
Rio Verde Horseshoe Pits	0.08	Mussel Rock Park	140
Parkview Clubhouse	0.69		
War Memorial Community Center	2.09		
Margate Tennis Courts	4.53		
Teglia Community Center	0.41		
Doelger Art Center	2.70		
		Daly City Total	82.95

Category Definitions:

C = Citywide Park

N = Neighborhood Park

S = Subneighborhood Park

Visual Quality

To assess visual quality in Daly City, this Resource Management element considers natural scenic vistas available to Daly City residents. These include: the Coastline, San Bruno Mountain, and scenic corridors. The following is a discussion of each:

The Coastline

The Daly City coastline is the largest scenic area in Daly City. Although access to the lower portion of the coastline is extremely limited, the upper portions of the coastal bluffs provide visual access. Three parks, Northridge, Palisades, and Edgewood Park are located along the coastal bluffs and provide vista points for Daly City residents. Coastal Element policies encourage the preservation, enhancement and further development of visual access from these parks. The incorporation of a major portion of the coastline in the GGNRA and future recreational improvements in the Mussel Rock area could improve visual access and limited physical access along the coastline.

San Bruno Mountain

San Bruno Mountain is located along the eastern and northeastern city limits of Daly City. The mountain, rising to approximately 1,000 feet in elevation, provides a scenic background along the eastern portion of the City. In addition to being a scenic resource in itself, the mountain also provides hiking trails

around portions of the mountain and vista points on top of the mountain which provide dramatic views of the City, the Pacific Ocean and San Francisco Bay.

Scenic Corridors

Although no State or County designated scenic highways are located in Daly City, several roadways have been recognized as having scenic quality. Those highways recognized by the State include: Skyline Boulevard (Route 35), Junipero Serra Freeway (I-280), and the Cabrillo Highway (Route 1). The County has also recognized Guadalupe Canyon Parkway and Mission Street (Highway 84), as well as the previously mentioned three highways, as having scenic quality. The recognition of these roadways as having scenic quality, indicates that they have the potential to be designated as official scenic highways by the State or County. Elements of these roadways that contribute to their scenic quality include: views of San Bruno Mountain; the coastline; San Francisco Bay; and panoramic views of both Daly City and San Francisco.

Other roadways that provide scenic vistas, but are not recognized by the State or County as having scenic quality include John Daly Boulevard, and Lake Merced Boulevard. In addition to providing scenic quality, some of these roadways also function as open space links to areas such as San Bruno State and County Park along Guadalupe Canyon Parkway and the Milagra Ridge and Sweeny Ridge open space areas along Route 35.

Vegetation and Wildlife

This section of the element contains a discussion of the different plant and animal resources found in the Daly City area. Since the City consists primarily of developed areas, the focus of this section is on San Bruno Mountain and the Coastal Zone, two areas rich in biotic and biologic resources. A discussion of the rare and endangered species of plants and animals, located in each of these two areas, is contained in each respective section.

San Bruno Mountain

San Bruno Mountain represents the greatest collection of plant and animal resources in the Daly City area. The mountain is the location of several rare and endangered species of plants and animals, most notably the four different species of butterflies located on the mountain. A complete list of rare and endangered species of plants and animals found on San Bruno Mountain is contained in Appendix A. Since the time that the last Resource Management Element was prepared, significant development has occurred along the northern and northeastern portion of San Bruno Mountain. All of the developments within this area have been required to meet the requirements of the Habitat Conservation Plan prepared for San Bruno Mountain.

Habitat Conservation Plan (HCP)

In order to preserve the different rare and endangered plant and animal species on San Bruno Mountain, a Habitat Conservation Plan was prepared and an agreement with regards to the plan entered into by several local and regional agencies including Daly City, Brisbane, South San Francisco, San Mateo County and LAFCo, local developers, property owners, the United States Fish and Wildlife Service, and the California Department of Fish and Game. The HCP was the first of its kind adopted in the United States and was prepared to protect the endangered species habitat, while allowing limited development on portions of the Mountain.

The primary focus of the HCP continues to be the preservation of rare and endangered species, most notably the four species of butterflies and their food plants located on the mountain. A Habitat Conservation Plan must be prepared to allow the Department of Interior to issue a Section 10(a) permit. A Section 10(a) permit allows the incidental taking of an endangered species during development. A taking is generally defined as any action that results in harm to an endangered species during

development. In addition to the Section 10(a) Permit, an agreement, setting forth the obligation of the interested parties to implement the HCP must be entered into by federal, state, and local agencies and the participating land owners and developers. The HCP contains specific mitigation measures which must be incorporated into developments within the HCP boundaries. The mitigation measures consist primarily of plans for the reclamation of lands which are to be graded, the payment of a fee to San Mateo County to operate the HCP, a ban on pesticide spraying, the designation of a buffer area, and the construction of a habitat fence to separate developed and undeveloped areas.

The Coastline

The 2.6-mile long Daly City Coastline encompasses approximately 280 acres of undeveloped and partially developed land. The Coastal Zone, as designated in Daly City's Coastal Element, includes all areas west of Skyline Boulevard and two small areas east of Skyline Boulevard in the Westlake North neighborhood. This section, however, focuses on the undeveloped open space areas, including only the coastal bluffs and beaches.

The Coastal Element identifies two areas within the Coastal Zone as Environmentally Sensitive Habitat areas. These areas are located in the Daisaku Ikeda Canyon and the bluffs around Mussel Rock Park. Environmentally Sensitive Habitat is defined in the Coastal Element as any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments. A botanical inventory taken in 1980 indicated that both native and non-native species have become or were becoming established in these two areas. A listing of these species by area is included in Appendix B.

Archaeology

Archaeological resources in Daly City consist primarily of the remains of the Ohlone Indian tribe which inhabited the area. The following discussion briefly describes the Ohlone tribe and their customs, as well as the significant archaeological find, with regard to the tribe, that was made at Mussel Rock.

Ohlone Tribe

The Ohlone Indian Tribe inhabited a large area along the California Coast, running from the San Francisco Bay Area to Monterey Bay. The tribelet which inhabited the Daly City area lived primarily in two main inland villages located on the Colma and San Bruno Creeks and a seasonal village along the coast at Mussel Rock. The Ohlones were a small and very mobile tribe of hunters and gatherers that travelled to find food and other items that were available only in certain areas on the Peninsula. The women and children were responsible for gathering the nuts, roots, berries, and shellfish such as mussels and clams. They were also responsible for preparing the meals and making baskets to store the food. The males were responsible for hunting and fishing. The Ohlone hunted deer, rabbits, wild geese, and ducks to go along with the gathered food. Most of the fishing was done on the inland bay areas, while the coast provided sea otters and seals. Items which could not be found locally were usually obtained through trading with neighboring villages.

Mussel Rock Archaeological Site

The Mussel Rock archaeological site, San Mateo County Site SMa-72, is the only site in Daly City from which artifacts of the Ohlone tribe were uncovered. During the excavation and grading of the area in 1977, for the construction of the waste transfer station, archaeologists uncovered the largest amount of Ohlone artifacts of any of the registered sites in San Mateo County. Artifacts uncovered at the site included: human remains; cooking and food preparation tools; hunting and fishing items; shell jewelry; and mammal remains. Archaeologists have determined that the artifacts date back to approximately 1500 A.D.

Resource Management Goal, Policies, and Tasks

This section of the Resource Management Element establishes a single goal and several objectives and policies that provide direction for the management of natural and cultural resources. The goal provides the definitive statement of how natural and cultural resources will be handled by local government. The objectives provide a means how attainment of the goal can be measured, while the policies provide a more specific statement for achievement of the goal as well as direction for the formulation of programs to implement the goal.

"Ensure the enhancement and preservation of existing resources by effectively managing their development and conservation and providing adequate recreational open space for future generations."

Since the Resource Management Element contains the Open Space and Conservation Elements, components of both are incorporated into a single goal. Several of the components of the goal warrant further consideration. The management of resources is directly related to the first component of the goal, assuring the preservation and enhancement of existing resources. The preservation of resources speaks directly to air, vegetation and wildlife, and visual resources as well as open space. In addition to preserving resources, efforts should also be directed at enhancing resources. The goal seeks to ensure that past efforts to improve air quality; preserve and enhance environmentally sensitive and rare and endangered species habitat; and provide open space areas are continued and given priority attention. It also seeks to extend those efforts to cultural resources, including both historic and archaeologically significant resources, so they can also be preserved.

Second, the goal seeks to effectively manage the development and conservation of resources. Resource development focuses on water and open space resources. The development and conservation of water and open space resources is required to maintain the high quality of these resources. For example, to maintain the quality of the existing water supply, new supplies must be developed and existing supplies conserved. To allow development in areas and still maintain adequate open space, careful attention must be paid to the type of development and its impact on the existing environment.

The third facet of the goal, providing adequate recreational open space for future generations, is directed at maintaining and expanding recreational opportunities for existing and future residents. Recreational opportunities are provided through a citywide system of parks, tot lots, and indoor facilities. Due to a lack of an adequate mixture of facilities in the City, overall system deficiencies exist. The City should make every effort to protect and maintain existing parks, tot lots, and recreational open space areas as well as provide additional facilities in order to alleviate system-wide deficiencies.

To implement the resource management goal, this element provides for the following policies and tasks:

Water Resources

Policy RME-1: Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.

Task RME-1.1: Enforce the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.

Task RME-1.2: Explore mechanisms that would allow permanent retrofits for fixtures requiring replacement under 15.66.020 (A)(3) the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.

Task RME-1.3: Develop a capital plan to retrofit plumbing fixtures at existing City facilities by 2015 and complete all retrofits by 2020.

Policy RME-2: **Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.**

Task RME-2.1: Enforce the provisions of the Water Conservation in Landscaping Ordinance and conduct a public education effort to ensure that residents, businesses, and contractors are aware of the Ordinance provisions.

Task RME-2.2: Examine the feasibility of a cost-effective turf buy-back program offered to owners of residential properties who voluntarily replace water intensive landscape with landscaping that meets predefined water efficiency standards.

Policy RME-3: **Continue to use recycled wastewater for irrigating and explore opportunities to expand capacity to accommodate its use in development projects, landscaped medians, golf courses, cemeteries, parks, and school playgrounds.**

Policy RME-4: **For development projects which will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the project to demonstrate water availability to adequately serve the proposed project.**

Task RME-4.1: Develop a water supply questionnaire for inclusion with any application involving 50 or more residential units, 50,000 square feet of commercial or industrial development, or other pre-defined development intensity that constitutes a significance threshold under CEQA.

Task RME-4.2: Amend the application submittal checklist to include a water supply analysis when necessary.

Air Resources

Policy RME-5: **Assess projected air emissions from new development and associated construction and demolition activities in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, and relative to state and federal standards.**

Task RME-5.1: Amend the Planning Division's development review procedures to include a formal step that would help identify how a development project can incorporate design or functional changes that will minimize air quality impacts.

Task RME-5.2: Incorporate air quality significance thresholds into the Local Thresholds of Significance document identified in Program RME-1.

Task RME-5.3: Consider cumulative air quality impacts consistent with the region's Clean Air Plan and State law.

Task RME-5.4: Require the preparation of a Transportation Systems Management plan for new development that has been determined to contribute to a reduction in location air quality.

Task RME-5.5: Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.

Policy RME-6: **Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.**

Task RME-6.1: For new, expanded, or modified development proposals (including tenant improvements) that are potential sources of objectionable smoke and odor, require an analysis of possible smoke and odor impacts and the provision of smoke and odor minimization and control measures as mitigation. The requirements for such shall be codified within the Daly City Municipal Code.

Task RME-6.2: Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separate distance will be determined based upon the type, size and operations of the facility.

Policy RME-7: **To the maximum extent fiscally reasonable, minimize air quality impacts in City operations.**

Task RME-7.1: Develop an Environmentally Preferable Purchasing Policy which requires City employees to consider the environmental attributes along with traditional purchasing factors such as performance, safety, price and local availability, when making purchasing decisions.

Task RME-7.2: Compile a master fleet replacement schedule which identifies vehicles in need of replacement (including heavy-duty and off-road vehicles) and offers suggestions for the most environmentally friendly replacement.

Task RME-7.3: Construct all new City facilities at a Leadership in Energy and Environmental Design Gold standard.

Stormwater

Policy RME-8: **Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater NPDES Permit 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.**

Task RME-8.1: Appoint a stormwater control coordinator charged with overseeing the implementation of the City's Stormwater Management Program. The coordinator shall be responsible for reviewing public and private stormwater control mechanism proposals, requiring amendments to such controls as part of the development review process, and their proper construction.

Task RME-8.2: Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.

Task RME-8.3: In locations where high density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.

Task RME-8.4: Assess projected stormwater impacts from new development in conformance with the San Mateo County Water Pollution Prevention Program, CEQA Guidelines and relative to state and federal standards.

Task RME-8.5: Ensure the regular inspection of stormwater treatment facilities as required by the Municipal Regional Stormwater NPDES Permit.

Policy RME-9: **Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways, to the extent permitted under the Municipal Regional Stormwater Permit.**

Task RME-9.1: Continue to explore low-impact development credits for high density transit-oriented development within the City's established Priority Development Areas with the Regional Water Quality Control Board.

Task RME-9.2: Ensure during the update of the Zoning Ordinance the City's compliance with the State's "by right" program requirement whereby sites identified within the Housing Element and part of the City's adequate sites program continue to provide zoning that allows the residential density identified within Table HE-27.

Task RME-9.3: Amend the Zoning Ordinance to provide flexibility in development regulations in instances where the City determines that, in the review of a development proposal, a stormwater regulation will effectively decrease the number of units allowable within a parcel identified in Table HE-27.

Open Space

Policy RME-10: **Minimize development in all areas designated as open space preservation.**

Task RME-10.1: Review the land uses in the Zoning Ordinance to ensure that allowed uses are consistent with the intent of the Open Space Preservation designation.

Policy RME-11: **Areas designated as open space recreation-public shall continue to be maintained and upgraded by the Public Works Department.**

Task RME-11.1: Continue to collect AB1600 impact fees for new development and, from time to time, re-assess the amount and distribution of monies collected from such fees to ensure that these amounts are sufficient to provide an adequate pro-rata contribution toward the public improvements identified in the City's Capital Improvement Program (same as Task LU-4.4B).

Park Facilities

Policy RME-12: **Encourage a diverse, equitable, and integrated system of park facilities throughout Daly City that are accessible to all age, social, and economic groups and all geographic areas of the City.**

Task RME-12.1: Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use. 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:

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.

Policy RME-13: **Require the dedication of parkland or the payment of an in-lieu fee in accordance with Subdivision Map Act.**

Task RME-13.1: Review and amend the park in-lieu fee payment requirement as necessary to assure that the formula for park in-lieu fee payment is more standardized equitable among all residential uses, including rental housing (see also Task LU-17.3).

Policy RME-14: **Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).**

Visual Resources

Policy RME-15: **Require public visual access easements in new developments along the coastline.**

Task RME-15.1: Amend the Zoning Ordinance to require, as a part of a complete development application, for projects over a certain size located in the Resource Protection (RP) Zone, that an analysis be included which evaluates potential visual impacts caused by the proposed development.

Task RME-15.2: Develop, as a part of Program RME-1, a significant threshold for visual impacts and develop potential mitigation criteria for such impacts.

Vegetation and Wildlife

Policy RME-16: **Continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it (same as Task LU-22).**

Task RME-16.1: Through the development review process, the City shall continue to assist with the effort of preserving undisturbed habitat containing unique flora and fauna in areas adjacent to San Bruno Mountain State and County Park. Where mandated by State or federal law, the City shall adopt mitigation measures to either reduce to insignificance or eliminate the impacts on these resources as part of the

approval private development occurring in the HCP area or vicinity (same as Task LU 22.1).

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

Policy RME-17: Preserve environmentally sensitive habitat by imposing strict regulations on development in areas that have been identified as environmentally sensitive habitat.

Task RME-17.1: The City shall continue to consult with the Department of Fish and Game, Army Corps of Engineers, and other regulatory agencies to identify avoidance or mitigation measures where special status species and their respective habitats would be potentially significantly impacted by development proposals (see also Task LU-24.2).

Policy RME-18: Preserve trees that do not pose a threat to the public safety.

Task RME-18.1: Consider amendments to Chapter 12 (Streets, Sidewalks, and Public Spaces) that would severely restrict or disallow topping or removal by private individuals and public utilities of live, growing trees within the public right-of-way which do not pose an imminent threat to the public safety.

Task RME-18.2: Consider amendments Chapter 17 (Zoning) to disallow the topping or removal by private individuals and public utilities of live, growing trees on private property which were required as a condition of development approval (including Design Review approval) and do not pose an imminent threat to the public safety.

Historical and Archaeological Resources

Policy RME-19 Undertake measures to protect and preserve historic and archaeological resources.

Task RME-19.1: Comply with State statutes related to historical and archaeological resources.

Task RME-19.2: Serve as a leader in historic preservation by preserving, restoring, and reusing City-owned historic resources where feasible.

Task RME-19.3: Through the City's Facade Improvement Program, encourage the preservation of facades and exteriors that exhibit historical architectural characteristics, e.g., those identified by the City's Mission Street Urban Design Plan.

Task RME-19.4: Continue to support community projects that will add to the knowledge of Daly City's past, including the continuing work of the History Guild of Daly City/Colma and the Daly City History Museum.

Task RME-19.5: Cooperate with civic organizations in the placement of appropriate monuments or plaques to publicize or memorialize historic sites.

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

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

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

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

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

Resource Management Programs

Current Programs for Resource Management

Resource Protection Combining District

The Resource Protection Combining District may be used in conjunction with an underlying zoning district classification such as R-1 Single Family Residential or OS Open Space. The intent of the District is to ensure that the character and intensity of development does not create adverse impacts on sensitive resources or geotechnically hazardous areas. The District outlines specific regulations for the preservation of designated open space areas and the creation of buffer zones between designated open space areas and development. The Resource Protection Combining District is currently used only in conjunction with the R-1 single family residential zoning district for those properties directly fronting coastal bluffs. The district requires that a Use Permit be acquired prior to any construction within the zone and prohibits construction within fifty feet of a bluff, on a slope greater than thirty percent or where the vertical relief is ten feet or greater. Additional District regulations prohibit grading or filling operations except for those required as drainage and erosion control measures and the provision for permanent vista corridors of at least five feet or fifteen percent of the lot, whichever is greater.

S-1 Design Review Combining District

The S-1 Design Review Combining District may be used in conjunction with any underlying zoning district classification. The intent of the District is to create, preserve, and enhance areas of unusual civic significance. The District requires that special design treatment and consideration of the aesthetic and functional relationships of the surrounding development, be applied in these areas. The S-1 Design Review Combining District is most prevalent in the Civic Center/ Sullivan Corridor area and is used in conjunction with both residential and commercial zoning districts in this area. The District requires that each project be reviewed by the City Planner to determine the consistency of the project with the requirements of the District. If the City Planner determines that the project is consistent and does not require further consideration by the Planning Commission, the City Planner refers the project directly to the City Council for their review.

San Bruno Mountain Habitat Conservation Plan

The Habitat Conservation Plan (HCP) was prepared to protect endangered species habitat, while allowing limited development on portions of San Bruno Mountain. The intent of the HCP is to preserve the endangered species located on the mountain and their habitat. As a requirement of the HCP, Daly City entered into an agreement with federal, state and local agencies as well as participating land owners and developers, to implement the policies contained in the HCP. The HCP contains specific mitigation measures that must be incorporated into developments within HCP boundaries, including: plans for the reclamation of lands which are to be graded; the payment of a fee to San Mateo County to operate the HCP; a ban on pesticide spraying; the designation of a buffer area; and the construction of a habitat fence to separate developed and undeveloped areas.

Proposed Programs for Resource Management

Program RME-1: Local Thresholds of Significance Guidelines

Objective:	To make objective and consistent determinations of environmental impact significance for discretionary projects subject to CEQA review
Responsible Agencies:	Department of Economic and Community Development, Public Works Department, and Department of Water/ Wastewater Resources
Time Frame:	2013-2014
Funding Source:	General Fund
Activity:	This program requires that the City develop a policy document that establishes the quantitative or qualitative standards used to determine when non-exempt discretionary projects will likely have significant environmental impacts. The document would serve as an analytical tool used to make consistent determinations of significance. Project environmental reviews undertaken by different staff members or at different times would employ a standard methodology, increasing the certainty for both the agency and the applicant. The City's efficiency in preparing an initial study would also be improved. Development of the Local Thresholds will place the City further in compliance with the CEQA Guidelines' requirement that the City's determination of significance be "based to the extent possible on scientific and factual data" (Guidelines Section 15064).

Program RME-2: Residential Design Review Guidelines

Objective:	To preserve the architectural integrity of residential buildings while minimizing the impacts
Responsible Agencies:	Department of Economic and Community Development, Planning division; City Attorney
Time Frame:	2015
Funding Source:	General Fund
Activity:	Design review has been required for new development as either conditions of approval or in areas with a S-1 Design Review Combining District zoning overlay. Design review is currently handled by committees assigned by the Mayor and only three areas in the City, the Redevelopment Areas on Juniper ^o Serra Boulevard and Mission Street and the Sullivan Corridor Specific Plan area, have specific guidelines for design review. The preparation of a specific ordinance for regulating design review procedures should be enacted to

ensure high quality design not only in specific areas, but throughout the entire City. The ordinance would create specific criteria for design review, create a design review committee and develop a fee structure for design review projects which are not part of a discretionary review procedure.

Program RME-3: Park System Analysis and Master Plan

Objective: Address existing and future park needs
Responsible Agency: Department of Public Works
Time Frame: 2015
Funding Source: General Fund

Activity: The preparation of a Parks and Recreation Analysis and Master Plan is proposed to address existing and future opportunities for parks and recreational services for the City. Envisioned as a ten year plan, the Master Plan is to be a comprehensive document that will include a format for the planning, selection, dedication and funding of future park land in the City. A park system analysis would inventory existing park sites and outline future needs of the current park space. The proposed Master Plan will focus on the planning for new sites or expanding and/or improving existing sites. In addition, the Master Plan would allow priorities to be adopted and that individual park site locations and development plans be determined at the time the acquisition and development process begins.

Appendix A

Environmentally Sensitive Habitat - Coastal Zone

Daisaku Ikeda Canyon			
Latin Name	Common Name	Native or Invasive	Observed Frequency
Lupinus arboreus	Yellow bush lupine	Native	Abundant
Eriophyllum staechadifolium	Lizard tail		Abundant
Scrophluaria californica	Bee plant	Native	Abundant
Anaphalis margaritacea	Pearly everlasting	Native	Localized
Gnaphalium species (2 types)	Cudweed		Localized
Epilobium franciscanum	Willow herb	Native	Abundant
Matricaria matricariodes	Pineapple weed	Invasive	Abundant
Stachys species	Hedge nettle	Invasive	Localized
Brassica species	Wild Mustard	Invasive	Abundant
Raphinus sativus	Wild radish	Invasive	Abundant
Melilotus indica	Yellow sweet clover	Invasive	Abundant
Heracleum lanatum	Cow parsnip	Native	Abundant
Erigeron glaucus	Seaside daisy	Native	Localized
Circium species	Thistle		Infrequent
Baccharis pilularis	Coyote bush	Native	Localized
Artemesia caifornica	Sagebrush	Native	Localized
Mesembryanthemum edule	Hottentot fig	Invasive	Localized
Mesembryanthemmn chilense	Sea fig		Localized
Aehillea millefolium	White yarrow	Invasive	Abundant
Castineje species	Indian Paintbrush		Infrequent
Vicia species (3 types)	Vetch		Abundant
Gallium species	Bedstraw		Localized
Geranium species	Storksbill, cranebill		Localized
Lobularia maritima	Sweet alyssum	Invasive	Localized
Anagallis arvenis	Scarlet pimpernel	Invasive	Localized
Solarium species	Nightshade	Invasive	Abundant
Rubus species	Blackberry		Abundant
Senicio elegans		Native	Infrequent
Sidalcea species	Checkerbloom	Invasive	Localized

Note: Observed frequencies identified above vary by season and general environmental conditions

MUSSEL ROCK CANYON

Latin Name	Common Name	Native or Invasive	Observed Frequency
Lupinus arboreus	Yellow bush lupine	Native	Abundant
Eriophyllum staechnadifolium	Lizard tail	Invasive	Abundant
Scrophluaria californica	Bee plant	Native	Abundant
Anaphalis margaritacea	Pearly everlasting	Native	Infrequent
Gnaphalium species (2 types)	Cudweed		Infrequent
Epilobium franciscanum	Willow herb	Native	Localized
Stachys species	Hedge nettle	Invasive	Localized
Brassica species	Wild Mustard	Invasive	Abundant
Raphinus sativus	Wild radish	Invasive	Abundant
Melilotus indica	Yellow sweet clover	Invasive	Localized
Heracleum lanatum	Cow parsnip	Native	Abundant
Erigeron glaucus	Seaside daisy	Native	Localized
Baccharis pilularis	Coyote bush	Native	Abundant
Castilleja species	Indian Paintbrush		Infrequent
Artemesia californica	Sagebrush	Native	Localized
Vicia species (3 types)	Vetch		Abundant
Geranium species	Storksbill, cranebill	Invasive	Localized
Lobularia maritima	Sweet alyssum	Invasive	Abundant
Anagallis arvensis	Scarlet pimpernel	Invasive	Abundant
Solarium species	Nightshade		Abundant
Rubus species	Blackberry	Native	Abundant
Sidalcea species	Checkerbloom		Localized
Cotula coronopifolia	Brass buttons	Invasive	Localized
Potentilla egedei	Silverweed	Native	Localized
Mimulus auranticus	Bush monkey-flower	Native	Infrequent
Mimulus guttatus	Common monkey-flower	Native	Infrequent
Linocera involucrata	Twinberry	Native	Infrequent
Conium maculatum	Poison hemlock	Invasive	Abundant
Lotus corniculatus	Bird's foot trefoil	Invasive	Infrequent
Satureja douglasii	Yerba buena	Native	Abundant
Arnsinckia spectabilis	Coast fiddleneck	Native	Infrequent
Sanicula crassicaulis	Pacific sanicle	Native	Localized
Solanum species	Nightshade		Abundant
Ribes species	Currants		Infrequent
Achillea millefolium	Common yarrow	Invasive	Abundant
Lathyrus species	Beach pea		Infrequent
Senecio milcanioides	German Ivy	Invasive	Localized
Dudleya caespitosa	Live forever	Native	Localized
Helenium bolanderi	Sneezeweed	Native	Infrequent
Phacelia malvifolia	Stinging phacelia	Native	Infrequent
Equiselum species	Horsetail		Infrequent
Myrica californica	Wax myrtle	Native	Abundant
Rhus toxicodendron	Poison oak	Native	Abundant
Corladeria argentea	Panpas grass	Invasive	Localized
Salix species	Willow		

Note: Observed frequencies identified above vary by season and general environmental conditions

Appendix B

Environmentally Sensitive Habitat – San Bruno Mountain

San Bruno Mountain Rare, Endangered/Endemic, and Range Limit Plants			
Latin Name	Common Name	CNPS Code	Observed Frequency
Maianthemum dilatatum	False Lily of the Valley		Rare
Allocaarya chorisiana			Rare
Sambucus callicarpa	Red elderberry		Rare
Silene scouleri			Rare
Silene verecunda		2-2-1-3	Rare
Chtysopsis villosa	Golden Aster		Frequent
Cirsium quercetorum	Brownie Thistle		Occasional
Grindelia maritima	Steyermark	3-3-3-3	Rare
Helianthella castanea		2-2-1-3	Rare
Layia hieracioides			Frequent
Pentachaeta bellidiflora		2-2-1-3	Rare
Senecio aronicoides	Butterweed		Frequent
Tanacetum camphoratum	Dune Tansy	2-2-2-3	Rare
Arabis blepharophylla	Coast Rock Cress	1-2-2-3	Frequent
Erysimum franciscanum	Franciscan Wallflower	1-2-2-3	Occasional
Arctostaphylos imbricata	Manzanita	3-3-3-3	Occasional
Arctostaphylos montaraensis	Montara Manzanita	2-1-1-3	Rare
Arctostaphylos pacifica		3-3-3-3	Rare
Arctostaphylos uva-ursi	Bear-berry		Occasional
Vaccinium arbuscula	Huckleberry		Rare
Lathyrus vestitus	Pacific Pea		Common
Clarkia rubicunda	Farewell-to-Spring		Frequent
Chorizanthe pungens	Spine-flower		Rare
Grossularia leptosma	Bay/Canyon Gooseberry		
Castilleja franciscana	Franciscan Paint Brush		Occasional
Orthocarpus floribundus			Rare
Ligusticum appiifolium	Loveage	1-1-1-3	Occasional

CNPS R-E-V-D CODE

R (Rarity)

- 1 - rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.
- 2 - occurrence confined to several populations or to one extended population.
- 3 - occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

- 1 - not endangered
- 2 - endangered in a portion of its range
- 3 - endangered throughout its range

Vigor (Vigor)

- 1 - increasing or stable in number
- 2 - declining in number
- 3 - approaching extinction or extirpation

D (Distribution)

- 1 - more or less widespread outside of California
- 2 - rare outside of California
- 3 - endemic to California

**San Bruno Mountain
Insect Host Plants**

CNPS R-E-V-D CODE

R (Rarity)

- 1 - rare, but found in sufficient numbers and distributed widely enough that the potential for extinction or extirpation is low at this time.
- 2 - occurrence confined to several populations or to one extended population.
- 3 - occurrence limited to one or a few highly restricted populations, or present in such small numbers that it is seldom reported.

E (Endangerment)

- 1 - not endangered
- 2 - endangered in a portion of its range
- 3 - endangered throughout its range

Vigor (Vigor)

- 1 - increasing or stable in number
- 2 - declining in number
- 3 - approaching extinction or extirpation

D (Distribution)

- 1 - more or less widespread outside or California
- 2 - rare outside of California
- 3 - endemic to California

Plants - Larval Food

1. Plantago erecta - larval food plant for the Bay Checkerspot
2. Sedum spathulifolium - larval food plant for the San Bruno Elfin
3. Lupinus albifrons - larval food plant for the Mission Blue
4. Lupinus varicolor - larval food plant for the Mission Blue
5. Lupinus formosus - larval food plant for the Mission Blue
6. Viola pedunculata - larval food plant for the Callippe Silverspot
7. Lupinus arboreus - larval food plant for the Tree Lupine Moth
8. Orthocarpus densiflorus - larval food plant for the Bay Checkerspot

Other Plants - Host Plant, Rare, Endemic, and Range Limit

1. Lomatium utriculatum - host plant
2. Chrysopsis villosa - Golden Aster; range limit; host plant
3. Cirsium quercetorum - Brownie Thistle; range limit host plant
4. Eriogonum latifolium - Wild Buckwheat; host plant
5. Brodiaea pulchella - Blue dicks; host plant
6. Carduus species - host plants
7. Sillybum marianum - Milk thistle; introduced host plant
8. Pteridium aquilinum - Braken Fern; host plant
9. Monardella villosa - Coyote Mint. Pennyroyal; host plant
10. Horkelia californica - California Horkelia; host plant
11. Scabiosa atropurpurea - Pincushion Plant; host plant

Species of Concern

<u>Common Name</u>	<u>Latin Name</u>
Mission Blue butterfly	Plebejus icariodes missionensis
Callippe Silverspot	Speyeria callippe callippe
San Bruno Elfin	Callophrys mossii bayensis
Bay Checkerspot	Euphydryas editha bayensis
San Francisco Garter Snake	Thamnophis sirtalis tetrataenia
Solitary Bee	Dufourea stage
San Francisco Tree Lupine Moth	Grapholitha edwardsiana

Source:

Adoption and implementation of San Bruno Mountain Habitat Conservation Plan
Endangered Species Act Section 10a permit. Final EIR and EA. November 1982.
County of San Mateo and US Dept. of the Interior.

CITY OF DALY CITY Noise Element



Introduction

Scope and Role of the Noise Element

Noise in excessive levels and over prolonged time periods has the potential to incrementally degrade the quality of life in Daly City. Studies have shown that excessive noise can have adverse physiological and psychological effects. Extreme levels can cause pain and hearing loss. Continuous exposure to low-level noise can present long-term impacts to human health such as raising blood pressure, lessening the quality of sleep, or inhibiting children's ability to learn.

In Daly City, the most prevalent noise sources are from motor vehicle traffic on heavily traveled roadways like Mission Street or Interstate 280, BART trains, and noise from aircraft associated with San Francisco International Airport (SFO). Although the city is largely built-out, redevelopment of properties with more intense land uses, expansion of BART and San Francisco International Airport operations, and increased peak-hour traffic along area roadways will likely add to the City's noise levels. Because the City's population will rise in locations most likely to experience increases in noise (e.g., in close proximity to freeways and transit), an increasingly greater proportion of the population will be exposed to these increasing noise levels.

Controlling noise at its source to acceptable levels can make a substantial improvement in the quality of life for people living and working in Daly City. When this is not feasible, the city can apply additional measures to limit the effect of noise on future land uses, which include spatial separation, site planning, and building design.

The Noise Element provides an overview of how much noise is already in the environment, a framework for how sound will be measured and regulated, and policy direction to guide decision makers in regulating new uses that either produce excessive noise or expose persons or institutions to unacceptable noise levels.

State Laws Affecting the Noise Element

State planning law requires every city and county to adopt a Noise Element. In preparing the Noise Element, state law requires that the City recognize guidelines for noise element preparation set forth by the State Office of Noise Control (Government Code Section 65302).

According to the guidelines, the City must identify the extent of noise exposure through actual measurement or the use of noise modeling. Noise level contours must be mapped and the conclusions

of the element used as a basis for land use decisions. Technical data relating to mobile and point sources must be collected and synthesized into a set of noise control policies and programs identified that “minimizes the exposure of community residents to excessive noise.” The element must include implementation measures and possible solutions to existing and foreseeable noise problems. Furthermore, the policies and standards must be sufficient to serve as a guideline for compliance with sound transmission control requirements. The noise element directly correlates to the land use, circulation, and housing elements.

In addition to specific requirements for the Noise Element, state law obligates the City to ensure that its General Plan is in conformance with the San Mateo County Comprehensive Airport Land Use Plan (CLUP), adopted in 1996. The CLUP identifies policies and criteria to help achieve compatibility between proposed land use development and/or proposed airport development with airport and aircraft operations. The plan is administered by the City/County Association of Governments of San Mateo County (C/CAG), which has conferred the airport land use planning process to the Airport Land Use Committee. The Committee advises and recommends actions to C/CAG regarding the updating of the Plan, and other land use compatibility issues affecting the three airports in San Mateo County.

Background Information

Identifying and Measuring Noise

Noise is generally defined as unwanted sound. Whether a sound is unwanted or not depends on a number of factors, including when it occurs, what the listener is doing when it occurs, the characteristics of the sound, and how intrusive it is above background (ambient) noise levels. In the urban environment, different sounds possess different characteristics that make some sounds more unwanted than others, including the loudness or intensity of the sound, its duration, its repetition rate, and its unfamiliarity or uniqueness.

Common noise levels are identified in Figure NE-1. As shown in the figure, noise is measured in decibels (dBA) using a measuring device which closely approximates the way the human ear responds to sound. The threshold of human hearing roughly corresponds to 0 dBA while the threshold of pain is approximately 120 dBA; 120 dBA corresponds to a jet taking off at 200 feet from the source (see Figure NE-x). Decibels are calculated on a logarithmic scale. An increase of 10 decibels represents a ten-fold increase in sound level, although the sound is perceived as twice as loud. For example, 65 dBA is perceived to be about twice as loud as 55 dBA. An increase of 3 dBA is just barely perceptible to the human ear; a 5 dBA increase is clearly noticeable; and a 10 dBA increase is heard as an approximate doubling in loudness.

Although a single noise level value may adequately describe the noise at a particular location at any given instant in time, noise levels vary continuously throughout the day and include different types of noise. Continuous noise in the distance for example, is called ambient noise. Ambient noise contributes to noise levels when the listener experiences it in combination with a succession of identifiable or intrusive noise events.

Noise descriptors are used to describe the time-varying character of ambient noise by itself and when in combination with intrusive noise events. The Noise Equivalent Level (L_{eq}) is such a descriptor and is representative of an equivalent constant sound level over a given period of time. The actual noise measured during a given period of time, say 24 hours, varies; a single noise event during the time period may have reached 90 dBA the L_{max} and the lowest may have been 45 dBA while the L_{eq} representing that time frame may be 55 dBA L_{eq} . The 90 dBA level represents the most intrusive noise event during the measuring period and is referred to as the L_{max} . Intrusive noise events are of particular importance in understanding and assessing aircraft noise impacts.

Community Noise Equivalent Level (CNEL)

People are usually more sensitive to noise in the nighttime than they are during the daytime. Two factors contribute to this increased sensitivity. First, during the evening and nighttime, outdoor ambient noise levels are generally lower than in the daytime. Most offices and businesses are closed and automobile traffic has decreased. Second, as household noise levels decrease during the evening, changes in exterior nighttime noise levels can be more noticeable and annoying than such changes are during the day.

To account for this sensitivity, a calculation called the Community Noise Equivalent Level (CNEL) is used to divide the 24-hour day into three time periods: daytime (7:00 a.m. to 7:00 p.m.), evening (7:00 p.m. to 10:00 p.m.), and nighttime (10:00 p.m. to 7:00 a.m.). The evening sound levels are assigned a five decibel penalty (or weighting) and the nighttime sound levels are assigned a 10 decibel penalty (or weighting) prior to averaging with daytime hourly sound levels. In this way, the CNEL is a noise metric that, if used to regulate noise, provides for a quieter evening and nighttime environment.

Figure NE-1: A-Weighted Sound Pressure Level (in decibels)



(100') = DISTANCE IN FEET
BETWEEN SOURCE
AND LISTENER

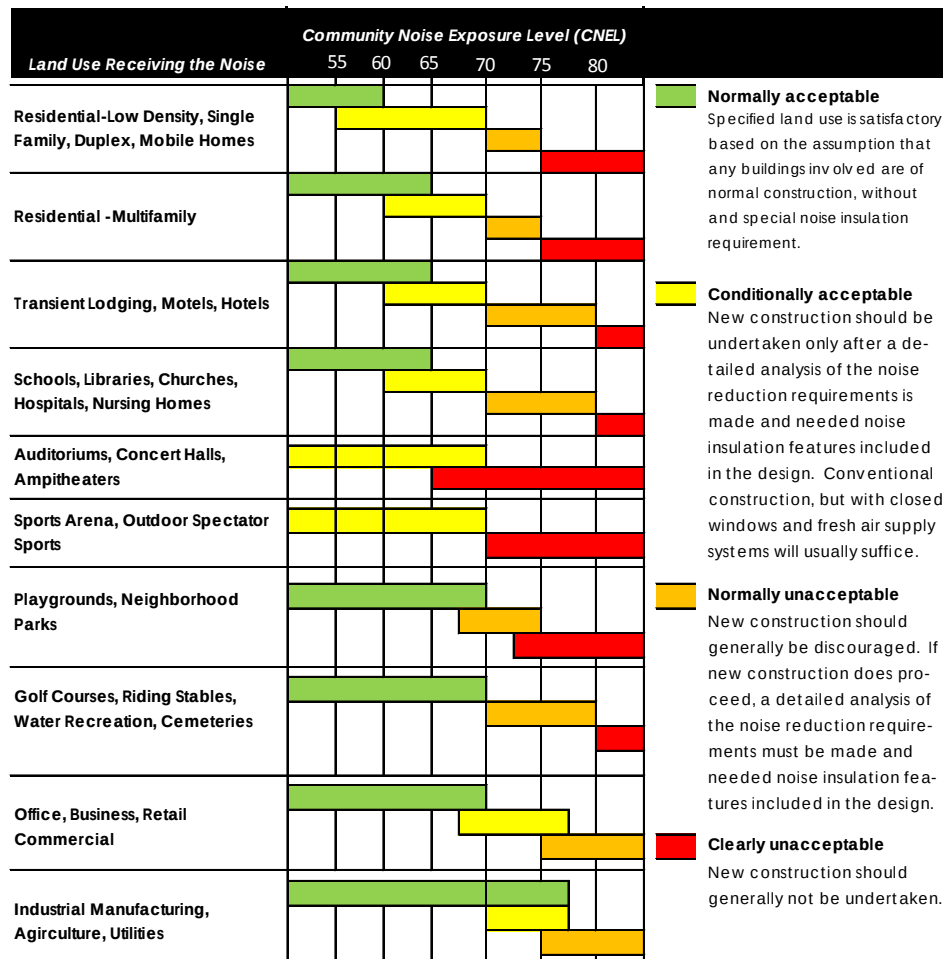
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Noise Compatibility Guidelines

Because of its ability to account for human sensitivities, the CNEL is used in the implementation of the Noise Compatibility Guidelines developed by the State Office of Noise Control and first adopted by the City of Daly City in 1978. These guidelines establish compatibility criteria for common land uses and are intended to ensure that new development proposals do not introduce excessive noise in a given location to the detriment of existing uses. Conversely, the guidelines also discourage introducing new uses to existing noise sources. For example, new residential construction in a location next to a busily traveled roadway exhibited unacceptably high existing noise levels may be allowed, but only with proper mitigation.

Figure NE-1 provides a matrix illustrating the compatibility of common land uses and a corresponding range of noise levels. A “compatible” land use indicates that standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with essentially no noise interference. In general, evaluation of a land use that falls into the “conditionally compatible” noise environment should include consideration of the type of noise source, the sensitivity of the noise receptor, and the degree to which the noise source may interfere with speech, sleep, or other activities characteristic of the land use. Land uses which are normally acceptable may require the implementation of mitigation measures supported by detailed noise analyses. If the noise environment exceeds a certain criterion, new construction is prohibited.

Figure NE-2: Noise Compatibility Guidelines



Source: State of California Office of Noise Control

Existing Noise Environment

Introduction

This section describes the existing noise environment in Daly City. The section first describes various noise sources and sensitive receptors in general, and in Daly City. A discussion of the noise monitoring and modeling program that was used to develop the existing and projected (2035) noise contours in Daly City closes the section.

Continuous Noise Sources

Noise sources in Daly City include freeways, arterials, and local major streets; noise from aircraft associated with San Francisco International Airport; BART train operations; and to a lesser extent commercial and industrial land uses. The level of noise along and nearby a freeway, arterial, or local street is a function of the traffic volume, the speed of the traffic, and the types of vehicles in the traffic stream (car, light or heavy truck). Heavier volumes of traffic produce more noise than lighter volumes of traffic. Slower or congested traffic travelling along a freeway produces more noise than traffic travelling at the posted freeway speed. Heavy trucks, tractor-trailers, and diesel buses are noisier than standard passenger cars. Traffic volumes, however, must double over existing volumes for there to be a perceptible (3 dBA) increase in noise levels. Traffic noise is usually more pronounced during morning and evening peak commute hours. Major traffic noise sources in Daly City are Interstate 280, Highway 35, and Highway 1; John Daly, Hickey, Serramonte, Callan, Gellert, San Pedro, South Hill, Bayshore, and Lake Merced Boulevards; Southgate, Eastmoor, St. Francis, Geneva, San Jose, El Camino, and Bellevue Avenues; East Market, School, Mission, and 87th Streets; and King Drive.

Heliport and airport noise sources tend to be intrusive noise events that are short in duration. Intrusive noise events resulting from aircraft fly-overs can reach 90-100 dBA, L_{eq} for the brief (few seconds) fly-over period. Intrusive noise events resulting from aircraft fly-over can raise the hourly noise level to 75 dBA, L_{eq} . The San Francisco International Airport is the only airport that has an effect on Daly City. Noise from aircraft fly-overs affects the Serramonte neighborhood in the southeastern tip of the City. Seton Medical Center was the location of the only heliport in Daly City prior to 2006 when medical transports to the hospital ceased due to budget constraints.

Rapid transit lines, such as Bay Area Rapid Transit District (BART) are a source of noise. Noise from BART trains is less intrusive and less intense than aircraft fly-overs. The highest hourly noise level from BART operations in Daly City is less than 70 dBA, L_{eq} . Bus lines that serve the BART Station are a source of noise in Daly City. The noise from bus operations drops dramatically after midnight when BART ceases running for the day.

Commercial and industrial land uses are a source of noise. Commercial land uses generate vehicular and pedestrian traffic both of which add to the noise environment. Commercial uses, by their nature, include noise sources such as the delivery of goods to a site; the unloading of the delivery; and sometimes minor processing of the goods. Commercial uses in Daly City are centered along the Mission Street corridor, at shopping centers such as Westlake, Serramonte, Skyline Plaza and St. Francis Square, and pocketed in neighborhood commercial areas that serve an immediate neighborhood.

Industrial noise sources are usually more intrusive in nature than commercial noise sources. Delivery of raw and finished materials, usually in large tractor-trailers; use of heavy equipment such as saws, grinders and other machinery; and speaker systems add to the noise environment. Industrial land uses are minimal in Daly City; are centered in the Bayshore neighborhood; and are of a less intense nature than typical industrial uses.

Temporary Noise Sources

The noise sources described above are fairly continuous noise sources. The noise levels they generate do vary over a 24-hour period, from business hours to evening hours, and they may cease on weekends, Sundays or holidays; their pattern, however is fairly continuous year round. Another type of noise worthy of mention is temporary noise generated from construction activities.

Construction noise is intrusive and can reach up to 105 decibels at fifty feet from the source for pile driving. Earthmoving equipment such as compactors, backhoes, tractors, trucks and graders range from 70 to 95 dBA at 50 feet from the source. Impact equipment such as pneumatic wrenches, jack hammers and pile drivers generate higher levels of noise. The noise range for this type of equipment is 80 to 105 dBA at 50 feet from the source.

Construction noise is shorter in duration than noise associated with fixed land uses. The typical time frame for construction noise is three to nine months. Construction noise is regulated in Daly City through the environmental review process by the Engineering and Planning Divisions. Typically, construction activities are limited to the daytime hours, 8:00 a.m. to 5:00 p.m., and prohibited on weekends and holidays. The time limitation protects residents near the construction activity from the higher noise levels during the noise sensitive times of the day (evening and nighttime) and noise sensitive times of the week (weekends when people are usually home).

Sensitive Receptors

Residential areas, hospitals and extended care facilities, schools, libraries, and parks and open spaces are land uses that are considered more sensitive to high noise levels and changes in ambient noise levels. High noise levels and intrusive noise can disrupt relaxation and sleep, convalescing, and the enjoyment of open space and recreational areas.

Approximately 53 percent of Daly City is residential and of this, approximately 90 percent is low to medium density and consists of predominantly single-family and duplex units. This land use category also includes residential care facilities. Residential care facilities serve the elderly and physically and mentally handicapped individuals in a home setting.

Seton Medical Center is the only hospital in Daly City. Other supervised medical care facilities include three skilled nursing homes. Additionally there are three retirement communities in Daly City designed to provide group residential care for the elderly,

Daly City has twenty-seven public elementary and high schools, and four libraries. Approximately sixteen percent of Daly City is open space. Approximately fourteen percent of the total open space is public and includes tot lots, and state, regional and local parks. Fifty-three percent of the total is open space for preservation because of environmental factors that render the site undevelopable such as soil and slope instability or because of lack of infrastructure serving the site. Thirty-two percent of the open space is private and includes golf courses, country clubs, and horse stables. Although there are different categories of open space, the expected use is primarily relaxation and recreation. The general location of sensitive receptors in Daly City is shown on the General Plan Land Use Map located on page LU-x.

Noise Monitoring, Modeling and Mapping Methodology

State Planning Law (Government Code Section 65302) requires cities to prepare noise contours around major noise sources. The requirement is designed to identify areas of noise impact. Daly City retained the services of an acoustical consultant to conduct a noise monitoring program. The program included six 24-hour noise measurements and thirteen short-term noise measurements (see Figure NE-x, "Noise Measurement Locations," for the location of the noise measurements). Noise contours were developed and mapped in four decibel bands using the Community Noise Equivalent Level (CNEL) metric.

Existing Noise Levels

Six 48-hour and thirteen short-term noise measurements were taken throughout Daly City in July of 2011. Freeway and major arterial roadway noise has generally increased by approximately one to two decibels since noise measurements were taken in 1987 for the 1989 Noise Element. Noise levels in the Serramonte area due to aircraft fly-overs have increased by approximately five decibels since 1987. Increases in noise levels for the projected future year, 2035, will be insignificant in most areas. Increases are expected to occur along freeways and arterials near the Bayshore neighborhood and some segments of Junipero Serra Boulevard. Increases are projected to be between 0.5 and 7 decibels.

In establishing noise contours for land use planning it is customary to ignore noise attenuation afforded by buildings, roadway elevations, and depressions, and to minimize the barrier effect of natural terrain features. The result is a worst-case estimate of the existing and future (projected) noise environment. The purpose of noise contours is to identify the potential need for more detailed acoustical studies, not to predict with certainty the noise level throughout the City. The assumption is that it is desirable to overestimate the potential noise at a future sensitive development site, than to underestimate the noise environment and allow for potentially incompatible land use development. Buildings may be removed as a part of future development which would result in eliminating the particular noise attenuation feature. The noise attenuation provided by existing earthen berms or terrain may also be diminished by future development.

Two types of noise contours are provided: one set reflecting traffic noise and another set reflecting aircraft noise. The traffic noise contours, produced by computer modeling, utilize the time tested Federal Highway Traffic Noise Prediction Model. This model represents more than 40 years of traffic noise research.

The aircraft noise contours are based on contours produced by the Aircraft Noise Abatement Office of the San Francisco International Airport (SFO). These contours are based on computer modeling and validated by a noise monitoring system operated by SFO. This monitoring system includes 29 monitors located around the Bay Area, one of which is located in the Serramonte area. This method is most reliable in that it represents actual long term measurement data rather than computer modeling alone.

Results of Noise Monitoring: Existing Conditions

The Environmental Protection Agency has established 70 dBA, L_{eq} as the noise level requisite to protect the public from the health effects of severe noise exposure year round. This level also assumes a 24-hour day exposure. The L_{eq} (Noise Equivalent Level) is a fairly constant noise level and is less stringent than the CNEL. CNEL values are typically three to four decibels higher than the L_{eq} . Daly City meets the 70 dBA, L_{eq} exposure level throughout the City in areas where there are sensitive receptors except for the second story of homes along Station Avenue (discussed in Location C below), and buildings along Mission Street and Geneva Avenue setback less than 65 feet from the centerline of the roadway. See Figure NE-3 on page 222 for a depiction of the noise contours.

Location A: Serramonte Area. The purpose of this measurement was to characterize the noise exposure in the Serramonte neighborhood from aircraft departing westbound from the San Francisco International Airport. The background noise in the area is 50 to 55 dBA, L_{eq} which is relatively low. The maximum noise from aircraft flyovers often reaches 85 to 95 dBA, L_{max} for a brief few seconds of the flyover. As a result, the hourly noise levels fluctuate in this neighborhood depending on airport activity. Table NE-1 below identifies the maximum noise levels and the time of those noise levels associated with aircraft activity. The CNEL at this location is 70 dBA and the L_{eq} is 65 dBA.

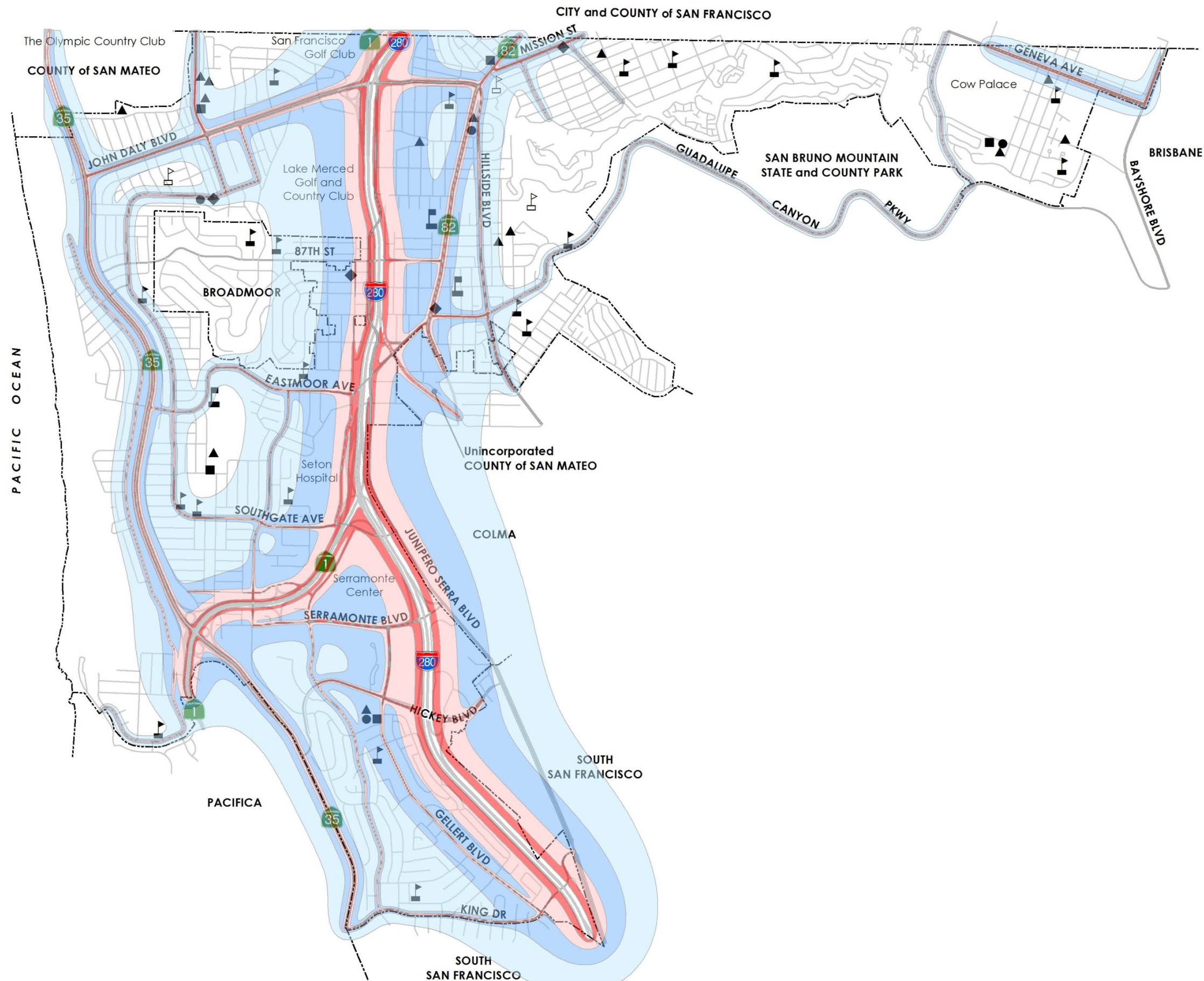


Figure NE-3
**EXISTING
NOISE LEVELS**

Noise Levels

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

Source: Charles Salter and Associates

**CITY OF DALY CITY
NOISE ELEMENT**

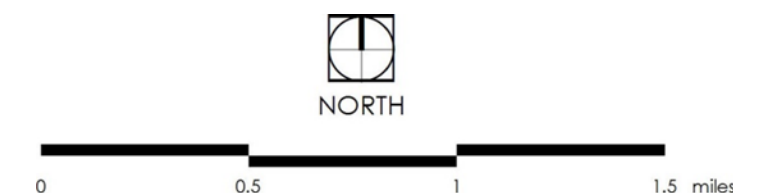


Table NE-1: Aircraft Events in the Serramonte Area

6-Jul-11		7-Jul-11		8-Jul-11	
Time	Lmax	Time	Lmax	Time	Lmax
1:08 PM	87	1:37 AM	83	1:52 PM	85
1:19 PM	83	1:44 AM	92	2:02 PM	93
1:33 PM	82	1:54 AM	83	2:23 PM	92
1:41 PM	81	1:59 AM	92	2:26 PM	92
1:45 PM	81	2:37 AM	86	2:34 PM	86
1:49 PM	83	3:02 AM	93	2:50 PM	87
2:17 PM	91	7:26 AM	83	3:08 PM	89
2:22 PM	93	8:02 AM	86	4:27 PM	86
2:24 PM	94	9:04 AM	83	4:41 PM	85
2:31 PM	81	9:08 AM	87	4:57 PM	88
2:37 PM	85	9:10 AM	84	5:19 PM	86
2:43 PM	91	9:22 AM	87	5:25 PM	91
3:18 PM	89	11:06 AM	83	6:29 PM	86
4:26 PM	86	11:47 AM	93	6:34 PM	88
5:16 PM	89	11:59 AM	93	7:07 PM	89
7:15 PM	89	12:06 PM	90	7:17 PM	92
7:46 PM	88	12:17 PM	86	7:42 PM	90
7:48 PM	80	1:00 PM	83	7:45 PM	85
11:20 PM	93	1:21 PM	84	9:20 PM	84
11:50 PM	89	1:24 PM	82	10:11 PM	89
		1:33 PM	83	10:27 PM	84
		1:46 PM	93	11:23 PM	95

Location B: Clarinada Drive. The purpose of this measurement is to quantify the noise exposure to the residents along Clarinada Drive. Homes in the area are somewhat protected from freeway noise as the freeway is elevated and thus breaks the line of sight from the noise source to the receiver. The neighborhood is also exposed to aircraft noise and local street traffic on Clarinada Drive. The measured noise level at this location increased approximately seven decibels from the 1987 measurement due to aircraft and traffic noise. The CNEL at this location is 70 dBA and the Leq is 66 dBA.

Location C: Station Avenue. The purpose of this measurement is to quantify the noise exposure to the second story of homes along Station Avenue. The second-story of the homes are exposed to higher noise levels than the first floor; this is because the first floors are shielded from noise by existing terrain. The terrain shielding reduces noise exposure on the first floors by 5 to 10 decibels compared to the second floors.

Environmental noise at this location is primarily generated by Interstate 280 traffic and BART train operations. The CNEL in this location is 76 dBA and the Leq is 71 dBA. This represents the worst case exterior noise exposure at the second story. The first story CNEL and Leq levels are 66 dBA and 61 dBA.

Location D: Mission Street. The purpose of this measurement is to quantify the noise exposure to homes located on the east side of Mission Street behind the commercial frontage. Homes on the west side of Mission Street are at a lower elevation than street level and are thus shielded from traffic noise. The extent of the shielding is approximately 10 decibels; so quantification of the east side of Mission Street represents a worst-case analysis. The CNEL is 70 dBA and the Leq is 64 dBA.

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.

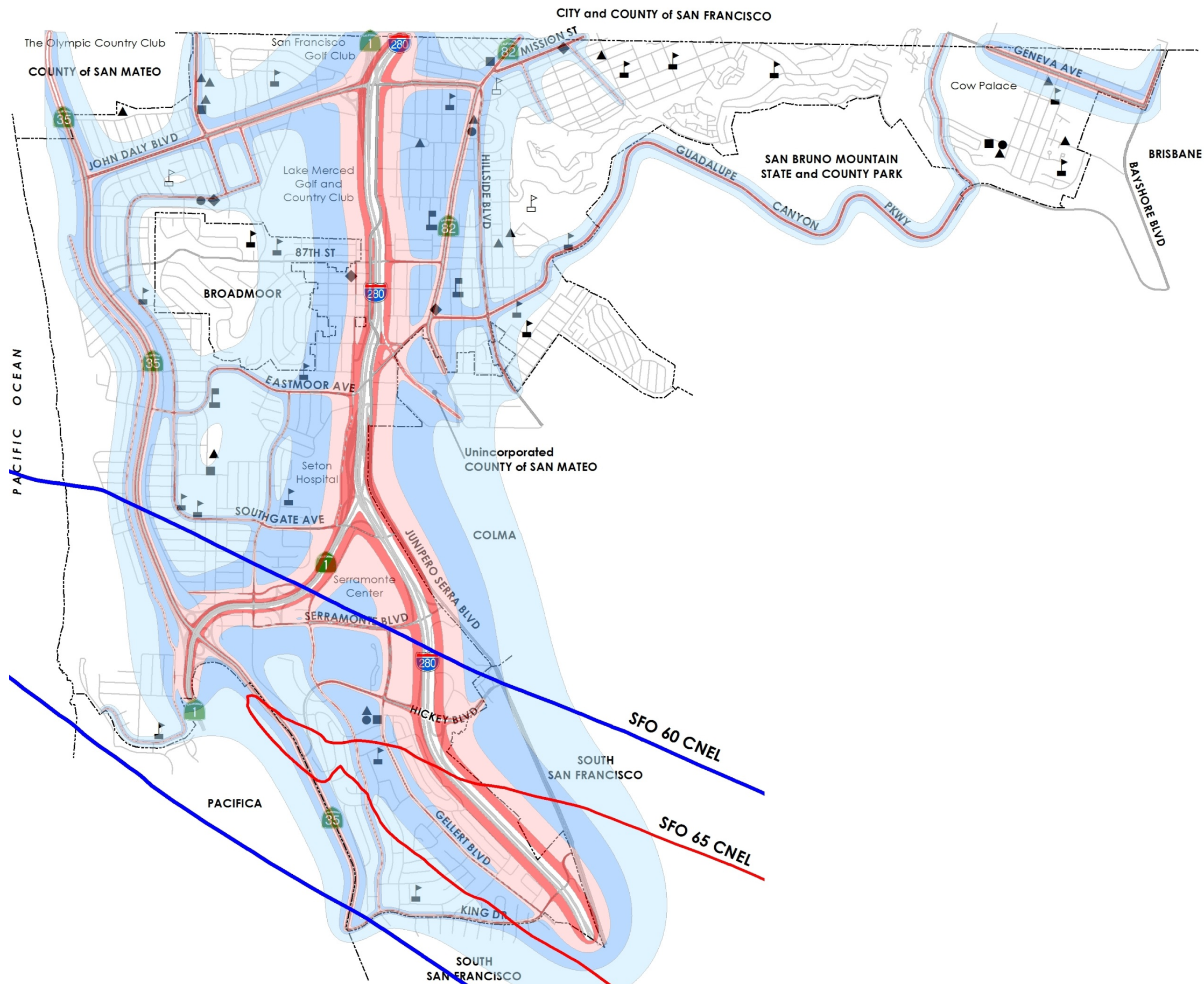
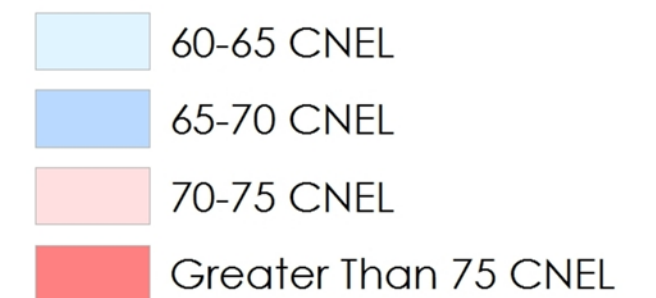
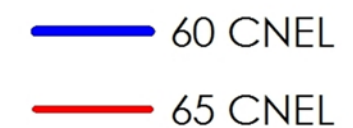


Figure NE-4
**FUTURE
 NOISE LEVELS**

Traffic Noise Levels 2035



SFO Noise Levels



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 November 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 (see SFO ALUCP adopted November 2012). 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 surfaces. 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 for consistency with the relevant land use compatibility criteria in the plan. Task NE-11.1 requires routing such projects to the ALUC in compliance with this requirement.

Noise Compatibility Criteria

When reviewing proposed policy actions and/or related development, 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.

Noise Goal, Policies, and Tasks

The noise goal reflects the general direction the City wishes to advance. The objectives represent actions which can be measured over time, that provide a general direction toward achievement of the goal, while the policies reflect more specific actions that the City will take in order to attain the noise goal. The City's Noise goal is:

"Promote a noise environment that reflects a balance of the various City objectives while providing an environment that maintains a healthy living environment; fosters relaxation and recreation; is conducive to the work environment; and provides pleasant living conditions."

Many factors of this goal must be considered. First of all, objectives that must be considered in conjunction with noise concerns include the provision of housing for all segments of the City: the provision of an efficient transportation and infrastructure system; economic and commercial development in the City; and a safe and pleasant environment within which to work and live. No element of the General Plan can be considered in isolation from the others and this is particularly true of the Noise Element. For example, transportation modes are a major source of noise in Daly City. Not expanding roadways or improving roadway surfaces, when needed, can add to the noise environment and locating new housing close to major transportation corridors can expose residents to high noise levels. Take as another example the construction of housing, a City objective addressed in the Housing Element. Short term noise impacts occur during housing construction and additional people and traffic also add incrementally to the noise environment. Moreover, potential sites for infill housing must be carefully evaluated in terms of the location of noise sources that could impact future residents. Various City goals must be considered as a whole and not incrementally, In order to provide a balanced and well-functioning City.

Although various City objectives influence the noise environment, the noise goal should not lose sight of quality of life issues; such as quiet areas for relaxation and recreation. Open spaces, parks and private backyards should be maintained in a relatively quiet environment. An environment that one can relax in without intrusive or jarring noise impinging upon the experience is essential to personal well-being and the quality of life one enjoys in their community.

Conducive work environments and pleasant living conditions are easier to attain than providing quiet open space areas. A conducive work environment is of primary importance in worker productivity and physical well-being. Pleasant living conditions are tied to reduced noise levels in the home thus providing an environment where people can converse, dine, relax, and rest. Noise insulation standards and alteration of building placement in relationship to noise sources are two common methods utilized to reduce interior noise levels. Title 24 Noise Insulation Standards and careful site planning shall continue to be employed in Daly City as a means to reduce interior noise levels.

To implement the noise goal, this element provides for the following policies and tasks:

Noise Identification and Mitigation

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

San Francisco International Airport Noise Environment

Policy NE-11: **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.**

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.

Discretionary Review of Projects

Title 17 Zoning of the Daly City Municipal Code provides for discretionary review of projects through the use permit and variance process. An application for development is analyzed in light of many concerns including comparing the proposed use against the noise contours and Noise Compatibility Guidelines. The Planning Division attaches conditions of project approval to reduce noise impacts to future occupants of the proposed development as well as conditioning times construction activities may occur in order to reduce noise impacts to surrounding land uses.

California Environmental Quality Act Review

The California Environmental Quality Act (CEQA) mandates an initial study be prepared on all projects except for those that are categorized as exempt or administrative. Administrative projects are projects

that are allowed by right in a particular zoning district for which an applicant need only apply for a plan check and a building permit. The courts however, in the recent past, have interpreted the law to include administrative projects of substantial size or magnitude to be included under the provisions of CEQA.

An initial study is prepared for such projects and based upon the findings of the study. The project is conditioned accordingly. If significant potential impacts are identified an environmental impact report may be required and mitigations are applied to the project accordingly.

Environmental impact reports are an important tool when assessing potential noise impacts from proposed development projects. A noise study is conducted, if determined necessary. A noise study usually involves actual noise measurements of the existing noise environment in the vicinity of the proposed project. Population and traffic projections are used to determine the percent of increased vehicle trips in the project area, or project region depending on the size or type of the proposal. The extent that vehicular traffic increases has a direct quantifiable bearing on the potential noise impacts of a proposed project. Traffic data, including traffic speeds, and percent of trucks present in a traffic stream, is entered into a computer model. The end result of the modeling is a reasonable projection of the noise impacts associated with a particular project.

The projected noise environment is then compared to the State Noise Compatibility Guidelines, for the particular land use in question. A project may go forth without additional noise insulation or mitigation features if the noise level is within the “Normally Acceptable” range, The “Conditionally Acceptable” range sometimes requires additional noise reduction requirements while the 'Normally Unacceptable' and 'Clearly Unacceptable' noise ranges provide a basis to deny a project in terms of noise impacts, Noise reduction techniques can include additional insulation, double glazing of windows. increasing building setbacks from the noise source, altering the placement of the buildings in order to utilize noise reflection in a beneficial manner, and construction of a sound wall, If noise generated from a proposed project is determined to have a significant unavoidable impact in other areas, and it is an impact that cannot be mitigated, the project may be denied.

Noise, of course, is not the only consideration when determining the merits of a particular project. Approval or denial of a project requires weighing all the potential impacts and benefits of a project. Benefits and impacts may occur in areas such as housing and density; land use compatibilities or incompatibilities; air quality, circulation, transportation and parking; socio-economics such as the location of job force, economic impacts or benefits to the city or region; the consideration of public services and infrastructure available to support the project; the location and extent of natural and man-made hazards, such as earthquake and slide areas or the presence of hazardous materials.

Proposed Programs for Noise Reduction

The following specific actions will be undertaken by the City in order to implement the policies outlined in this element.

Apply Title 24 Noise Insulation Standards to Single-Family Development

Objective:	Ensure ambient interior noise levels sufficient to protect public health in single-family development
Responsible Agency:	Planning Division, Engineering Division, Building Division
Time Frame:	[insert timeframe]
Funding Source:	Developer

Activity:

Title 24 noise insulation standards are required by state law to be applied to multi-family residential development. These same standards can be applied to single-family development in appropriate cases to insure that the interior ambient noise levels are sufficient to protect the residents from adverse noise impacts. Title 24 would not be applied in every case; but in cases where new residential development is proposed in a noise environment above 60 dBA, CNEL. The Planning and Engineering Divisions would identify the project, through discretionary or California Environmental Quality Act review, where this condition or mitigation should be applied, The Building Division, through plan check and building inspection, would insure that the standards were being incorporated in building design, and construction.

Program NE-1: Apply for Federal Monies to Retrofit Homes Affected by Aircraft Noise

Objective: Reduce noise levels to homes affected by airport noise
Responsible Agency: Department of Economic and Community Development
Time Frame: Continuing
Funding Source: City and County of San Francisco, Federal Aviation Administration, Private Funds
Activity: The City has applied for federal monies to retrofit homes that are affected by aircraft noise. Homes affected by aircraft noise in Daly City are located in the southeastern portion of the City. The program consists of installing additional noise insulation to homes. The City and County of San Francisco would pay 20 percent of the costs and the Federal Aviation Administration (FAA) would supply the remaining 80 percent. Under FAA guidelines retrofit homes must be within the 65 dBA, CNEL contour area. At this time it is questionable if the City falls within this noise contour. A final determination will be made by the FAA.

Program NE-2: Amend the Municipal Code to Include Standard Noise Conditions for Construction Activities

Objective: Enforce unilateral noise control measures for all construction related noise
Responsible Agency: Planning Division, Engineering Division, Building Division, City Attorney
Time Frame: 2015
Funding Source: General Fund
Activity: Currently through the Planning and Building Divisions the City enforces construction related noise by attaching conditions to project approval. The conditions regulate the time that grading and site preparation activities may occur; times that machinery may be started up; and the times that cleaning and shut-down may occur. The conditions protect surrounding properties from excessive noise after 5:00 P.M. Monday through Friday, and on the weekends. There are provisions for emergency work provided the developer or the contractor secure permission from the City Engineer and certain findings are made.

Amending Chapter 15 Building of the Municipal Code would apply these types of noise conditions to all construction. The Engineering and Planning Divisions and the City Attorney would draft language for adoption. The City would adopt the changes by ordinance and the

provisions would be enforced by the Building Division through the building permit process.

Appendix NE-A

Glossary

The following section defines some of these technical terms used in this document in an attempt to clarify their meaning. Many of the terms described below are also used in other planning documents, such as environmental impact reports, when estimating the traffic impact of a proposed development project.

A-Weighted Sound Level (dBA) is the sound pressure in decibels as measured on a sound meter using the A-filtering network. The A-filtering network de-emphasizes the very low and very high components of sound in a manner similar to the response of the human ear. The acronym dBA accompanies a given measurement or calculation and indicates a particular noise level measured with an A-filtering device.

Absorption reduces (attenuates) noise. Some portions of sound energy that strike a surface are converted to heat (thermal) energy rather than being reflected as noise; this reduces the amount of energy that is heard as noise. Absorptive materials include thick glass, spun fiberglass and materials such as upholstered furniture (as opposed to wood furniture), drapes and carpeting.

Airborne sound is sound that reaches the point of interest by travelling through air.

Ambient Noise Level constitutes the "normal" or "background" noise components and level of noise at a given location. Ambient noise is a composite from all noise sources that are experienced in a given location. Ambient noise in a residential area, for example, could consist of sounds of people talking, dogs barking, children playing and cars passing by. Ambient noise in an office might consist of people talking, telephones ringing, and the sound of typewriter or computer keyboards clicking. Ambient noise in a cabinet shop could include saws, grinders, drills, sanders, and people shouting.

Attenuation refers to the lessening or reduction of a noise level. Noise attenuates by travelling a distance from the source or by other mechanisms such as absorption or reflection. The placement of buildings, sound walls, and noise insulation features are predicated on noise attenuation. Noise will attenuate at different levels depending if the noise source originates from a point or line source and if it travels over a hard or soft surface and if it is absorbed or reflected by a noise mitigation feature. Basically five things are taken into consideration when calculating noise attenuation: the type of noise; level of noise at the source; distance the noise travels to the point of interest; type of terrain over which the noise travels; and the presence or absence of noise barriers.

Building Envelope is a technical term which refers to the components of a building such as the foundation, walls, windows and insulation and is an important concept in noise attenuation. Portions of the building envelope will reflect noise, some portions will absorb noise and some noise will be transmitted through to the interior of the building. This term is discussed further in the following section, as characteristics of the building envelope have an important impact on noise reduction for residential, and other, areas.

Community Noise Equivalent Level (CNEL) is the average equivalent A-filtered sound level during a 24-hour period. The value is obtained after the addition of 5 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels in the night after 10:00 p.m. and 7:00 a.m. The CNEL weights the actual noise measurements taken to account for the increased sensitivity people have to noise during the evening and nighttime hours. Daly City's Noise Element employs this noise weighting metric.

Cycles per second is a measure of frequency numerically equivalent to hertz.

Decibel is a logarithmic unit of sound intensity. Sound waves travel out from a source and exert a force known as sound pressure. The sound pressure level of intensity is measured in decibels and is usually referred to as the sound level.

Doubling Distance refers to the doubling of a given distance (in feet) from a particular noise source. Doubling distance is used to calculate the amount noise will attenuate (reduce) from the noise source to the noise receiver.

Pay Night Average Noise Level (L_{dn}) is the average equivalent A-filtered sound level during a 24-hour period obtained after the addition of 10 decibels to sound levels in the night after 10:00 P.M. and before 7:00 A.M.. The L_{dn} weights noise measurements taken to account for the increased sensitivity people have to noise during the nighttime hours.

Energy Equivalent Noise Level (L_{eq}) is the sound level corresponding to a steady state sound level containing the same total energy over a given period of time.

Environmental noise is a combination of noise from various sources which produce a relatively steady or ambient noise level. Environmental noise is a term often used to describe outdoor ambient noise that one experiences in our daily environment.

Frequency is the number of times per second that the sine-wave of sound repeats itself, or that the vibrating object repeats itself. Frequency is expressed in hertz (Hz) and was formally expressed in cycles per second.

Hard surfaces (terrain) include paved surfaces and concrete buildings. Hard surfaces reflect noise and tend to absorb less noise than do soft surfaces and thus, in the absence of other noise mitigation features, tend to attenuate noise less than soft surfaces. The importance of hard or soft surfaces comes into play in absence of other noise attenuation features and are most important when calculating noise attenuation due to distance from the noise source.

Hertz (Hz) is the unit of measurement of frequency numerically equal to cycles per second.

Intrusive noise is a noise that intrudes over the existing ambient noise in a given location. The relative intrusiveness of the sound depends upon the amplitude, duration, frequency and time of occurrence of the intrusive noise as well as the level of the ambient noise.

Line of site is often used when describing the noise source and noise receiver relationship. Basically, if one can see the noise source then one can hear the noise; if however, the line of sight is broken by a wall, building, mountain, or other barrier, then the noise source is reduced accordingly. Various features reduce noise at different levels and these differences are discussed throughout this noise element,

L_{max} is the highest noise (sound pressure) level recorded during the measurement period. The L_{max} , then represents one intrusive noise event, there may be others of less intensity, during the measurement period. Intrusive noise can typically be from such sources as an aircraft flyover, a horn or siren, or construction activities.

Line source is a noise originating from a line such as a stream of moving traffic, a moving train, conveyor belt, or even a river. Noise from a line source produces parallel sound waves moving linearly outward from the source, Noise will attenuate 3 dBA per doubling of distance from a line source in hard terrain and approximately 4.5 dBA per doubling of distance in soft terrain. The significance in the distinction between a line and point surface is the rate of attenuation.

Noise is a sound that is undesirable because it interferes with speech or hearing, or has the intensity or duration of such to damage hearing, or, is otherwise annoying.

Noise Compatibility Guidelines, developed by the State Office of Noise Control, establish certain criteria for noise levels with regard to land use compatibility. Each category of land use enjoys a range of noise levels considered compatible with the use and the noise levels may increase provided certain noise insulation features are employed. Daly City has adopted the Noise compatibility Guidelines.

Noise exposure contours are lines drawn about a noise source which indicate a constant level of noise exposure. Noise contours are similar to contours drawn on a topographical map which represent areas of the same elevation. Noise contours are significant inasmuch as they indicate areas where noise mitigation measures may be needed and they indicate what types of land uses are subject to particular noise exposures.

Point source noise originates from a single source such as a horn, motor and machinery. Point source noise produces spherical waves which travel outward in a circular pattern from the source. Point source noise attenuates approximately 6 dBA per doubling of distance from the source in hard terrain and approximately 9 dBA per doubling of distance in soft terrain. The significance in the distinction between a line and a point source is the rate of attenuation.

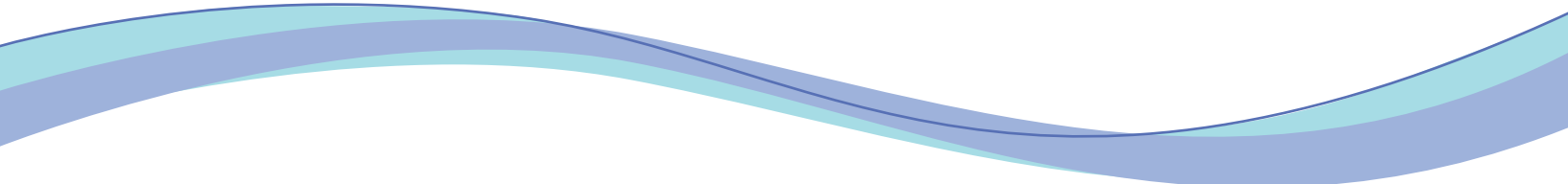
Reflection is a method that can reduce noise, Noise strikes a hard surface and is reflected back toward the source of the noise. Reflection can reduce noise in one area while adding noise in another area.

Sensitive receptor includes people engaging in activities that are sensitive to noise. Residential areas, hospitals, extended care facilities, schools, libraries and open spaces are land uses sensitive to noise.

Soft surfaces (terrain) include surfaces such as barren earth, soil, landscaped areas, and acoustically absorptive materials. Soft surfaces absorb more sound energy than hard surfaces and thus more noise is attenuated in a soft environment. The importance of hard or soft surfaces comes into play in absence of other noise attenuation features and are most important when calculating noise attenuation due to distance: the further one is from the noise source the lesser the noise level (sound energy) at that location.

CITY OF DALY CITY GENERAL PLAN UPDATE

FINAL ENVIRONMENTAL IMPACT REPORT
SCH # 2012032024



FEBRUARY 2013

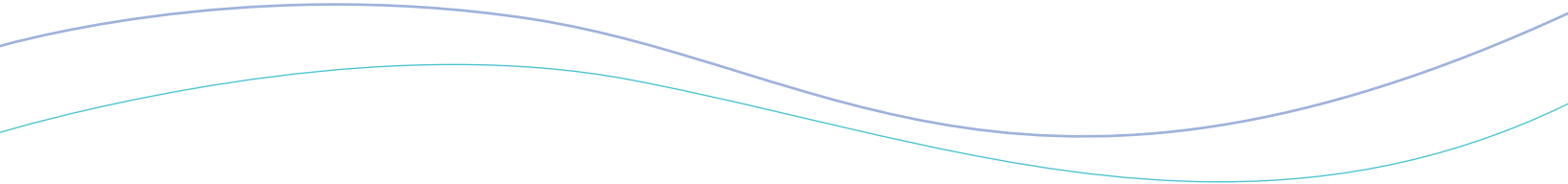
Prepared by

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

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

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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>.

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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>			
C1	November 7, 2012	Planning Commission Meeting	Pam DiGiovanni of the Sierra Club, Del Shambari of San Bruno Watch

Bayshore Sanitary District

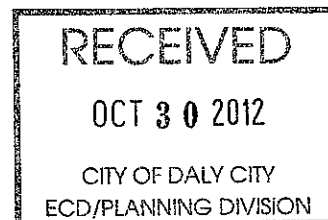
Comment A1

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

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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 meant 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 avigation easement to the City and County of San Francisco, as proprietor of SFO."

AIRPORT COMMISSION CITY AND COUNTY OF SAN FRANCISCO

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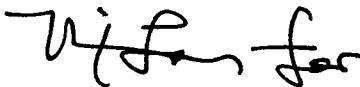
JOHN L. MARTIN
AIRPORT DIRECTOR

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 aviation easement to the airport. Specific aviation 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@flysfo.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

Comment A3

*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 VanLonkhuysen, 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

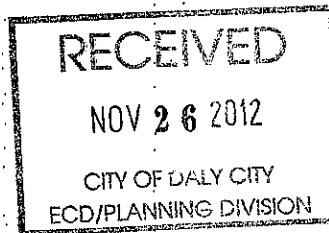
EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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

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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.

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.

A5-2

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 policies 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:

“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).

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.

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.

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

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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@dalcity.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.
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Paul Bouscal
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Joe Cannon
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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

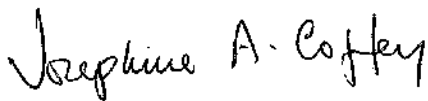
Biological Resources

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
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Comment C1

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

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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, EDMAR 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.

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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

Chapter/ Section	Page	Correction												
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 <table><tr><th></th><th><i>Policies That Reduce the Impact</i></th><th><i>Significance</i></th><th><i>Mitigation</i></th></tr><tr><td colspan="4">3.1 Aesthetics</td></tr><tr><td>3.1-1</td><td> 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 </td><td>Less than Significant</td><td>None Required</td></tr></table>		<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
	<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

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>		
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

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>		
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.	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 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	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.	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 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	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.	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 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	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 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	Less than Significant	None Required
		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 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	Less than Significant	None Required
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, CS-7 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,	Less than Significant	None Required
2	2-1	The Project Description of the Draft EIR has been amended as follows to reflect omission of the Coastal Element from the Draft General Plan: 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-				

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	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: 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. 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. Task CST-12.2: In the new Coastal Commercial zone, establish a maximum floor area ratio of 1:0 for all parcels. 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. 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.
3.3	3.3-4	The following descriptions in the “Physical Setting” section of the Biological Resources Chapter are amended as follows: Coastal Scrub 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 <u>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>).</u>

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		Coastal Dune 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, <u>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>).</u> 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.
3.3	3.3-19	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: 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.
3.3	3.3-22	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: 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. 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. Policy CST-5: Protect the natural resources found in the Coastal Zone by conducting a rigorous environmental evaluation for all development proposals. 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. 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).

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		Policy CST-6: Take measures to ensure that new plant material introduced into the Coastal Zone are species native to the local coastal region. 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. 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). 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.
3.3	3.3-23	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.
3.7	3.7-13	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>
3.7	3.7-14	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>
3.9	3.9-5, 3.9-6	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

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		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. 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.
3.9	3.9-7	Footnote 2 has been revised to reflect the latest ALUCP for SFO: 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</u> 2012.
3.9	3.9-10	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: <i>Proposed General Plan Tasks that Reduce the Potential Impact</i> 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
3.9	3.9-10 to 3.9-12	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:

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
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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 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 (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 (ft)
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
		with less than 150 AGL within the Sullivan Corridor Planning area. 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. <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. Area 2 The northwest area with less than 150 AGL within the Serramonte Planning Area 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 The southwest area with less than 150 AGL within the Serramonte Planning Area 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.</u>⁴ 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 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. Therefore, conflicts with height limits established

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		for the San Francisco International Airport airspace will be less than significant.
		<i>Proposed General Plan Policies that Reduce the Potential Impact</i>
		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
		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.
3.10	3.10-6	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: Aircraft Noise 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

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		FAA-approved noise contour maps are contained in the 2001 Noise Exposure Map Update ('01 NEM), 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. 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.⁶ Based on the FAA-approved NEMs, the 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.
3.10	3.10-6	Footnote 6 has been revised to the latest ALUCP SFO: ⁶ 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.
3.10	3.10-11	The following text under subheading "Local Regulations" was updated to reflect the latest ALUCP SFO: <i>San Mateo County Comprehensive Airport Land Use Plan/San Francisco International Airport Comprehensive Airport Land Use Compatibility Plan</i> 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, the latest SFO ALUCP, dated October 2012, was adopted on November 8, 2012 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 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. 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.
3.10	3.10-15, 3.10-16	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).

Table 4-1: Revisions to the Draft EIR

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
3.10	3.10-19	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): 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). Task NE-10-1 Review the environmental review performed for airport expansions to ensure consistency with the CLUP. Policy NE-11 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. 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. 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.
3.10	3.10-23	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: 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

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		SFO ALUCP update was available for review. SFO will be evaluating land use projects using the 2020 noise contours in the July <u>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 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 <u>October 2012 Draft SFO ALUCP</u>. 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.
3.10	3.10-23	Footnote 9 has been revised to the following: ⁹ Email correspondence with John Bergener, Bureau of Planning & Environmental Affairs at San Francisco International Airport, July 17, 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.
3.11	3.11-13	The following reference to the Coastal Element has been deleted: <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: 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

Chap-
ter/
Section

Page

Correction

3.12

3.12-6
to
3.12-9

The existing level of service and average delay times for the following intersections in Table 3.12-3 have been revised:

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	Signal-ized	Daly City	A	3.78	A	4.01
27	Sullivan Ave/Washington St	Signal-ized	Daly City	B	16.42	B	17.5
28	Sullivan Ave/Pierce St	Signal-ized	Caltrans	B	13.67	B	15.76
29	Sullivan Ave/San Pedro Rd/Eastmoor Ave	Signal-ized	Daly City	C	31.030.3	C	25.624.0
47	Hickey Blvd/I-280 SB On/Off-Ramp	Signal-ized	Caltrans	A	6.87.1	B	11.810.4
50	Geneva Ave/Carter St	Signal-ized	City of San Francisco	BC	13.120.3	B	12.319.0

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	200 DU	1,914	37	113	150	127	75	202
Apartment	68 DU	452	7	28	35	27	15	42
High Rise Residential Condo	92 DU	535	7	33	40	32	16	48
Specialty Retail	22.50 KSF	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

<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
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

<i>Intersection</i>	<i>Peak Hour</i>	<i>Existing</i>		<i>2035 Cumulative No Project</i>		<i>2035 Cumulative With Project</i>		<i>2035 Cumulative With Project and Improvements</i>	
		<i>LOS¹</i>	<i>Average Delay</i>	<i>LOS¹</i>	<i>Average Delay</i>	<i>LOS¹</i>	<i>Average Delay</i>	<i>LOS¹</i>	<i>Average Delay</i>
8 John Daly Blvd/Mission St/Hillside Blvd2	AM	C	33.1	F	84.7 89.3	F	101.4 118.1	n/a	n/a
	PM	D	37.6	F	134.6 145.2	F	148.6 145.8	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	16.42	B	17.9	B	17.9	-	-
28 Sullivan Ave/Pierce St	D	B	13.67	B	<u>15.0</u>	B	<u>15.0</u>	-	-
29 Sullivan Ave/San Pedro Rd/Eastmore Ave	D	C	30.0	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	C	<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 EIRChapter/
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 ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay	LOS ¹	Average Delay
6 John Daly Blvd/BART Exit	D	A	<u>4.1</u> 0	A	<u>3.6</u> 7	A	3.7	-	-
7 John Daly Blvd/DeLong St	D	C	29.8	<u>C</u> D	<u>22.1</u> 35.1	<u>C</u> D	<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>20.5</u> 4	-	-
28 Sullivan Ave/Pierce St	D	B	<u>15.6</u> 7	B	<u>17.0</u> 1	B	<u>17.0</u> 1	-	-
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	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: Wastewater 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> 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 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 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. 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

Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
		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. <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> <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> <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>

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

Chapter/ Section	Page	Correction
		<u>sewage and industrial wastes in wet weather.</u> <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
3.13	3.13-14	The following underlined text has been added to the “Methodology” section of wastewater impact analysis: Wastewater Treatment 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, Bayshore Sanitary District, City and County of San Francisco, Department of Finance, and ABAG projections.
3.13	3.13-18, 3.13-19	Impact to wastewater facilities remains less than significant with the following edits to the “Impacts and Mitigation” section of wastewater impact analysis: Impact 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. (Less than Significant) The NSMCSD WWTP has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the NSMCSD 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 NSMCSD WWTP averaged 6.3 mgd in 2009.¹⁰ That results in a wastewater generation per capita rate of 62.6 gallons per day.

⁸ Ibid, Page 3-31⁹ City of Daly City 2010 Urban Water Management Plan, June 29, 2011¹⁰ 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.

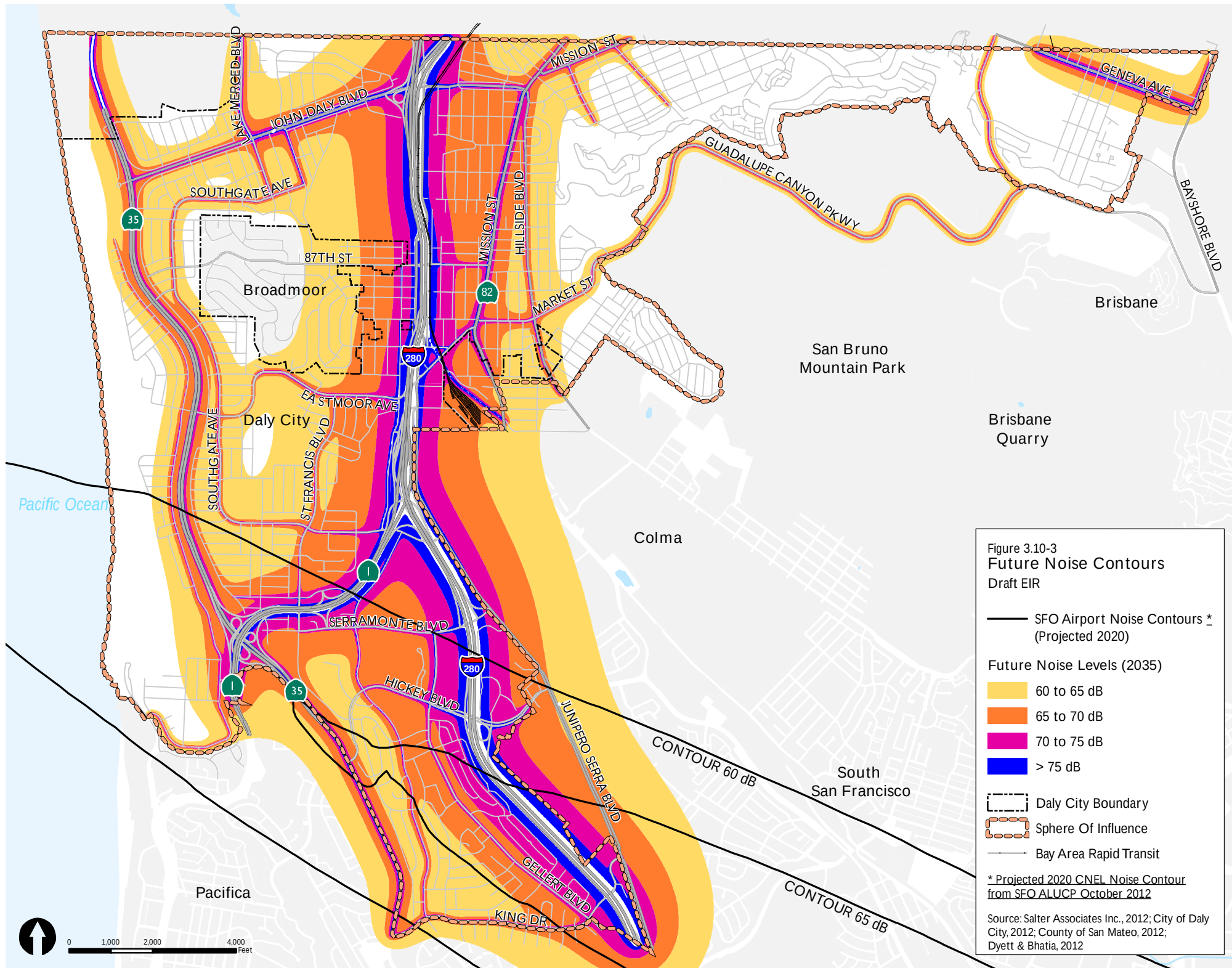
Table 4-1: Revisions to the Draft EIR

Chapter/ Section	Page	Correction
Table 3.13-12: Wastewater Generated With Project		
	2009	2030
Wastewater Generated (Gallons per Day)	6,300,000	7,594,887
Population	100,692	106,388
Per Capita	62.6	-
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.		
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. <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> Based on the above analysis, it is expected that the proposed General Plan will have less than significant impacts on wastewater facilities.		
3.13	3.13-20	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": 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.

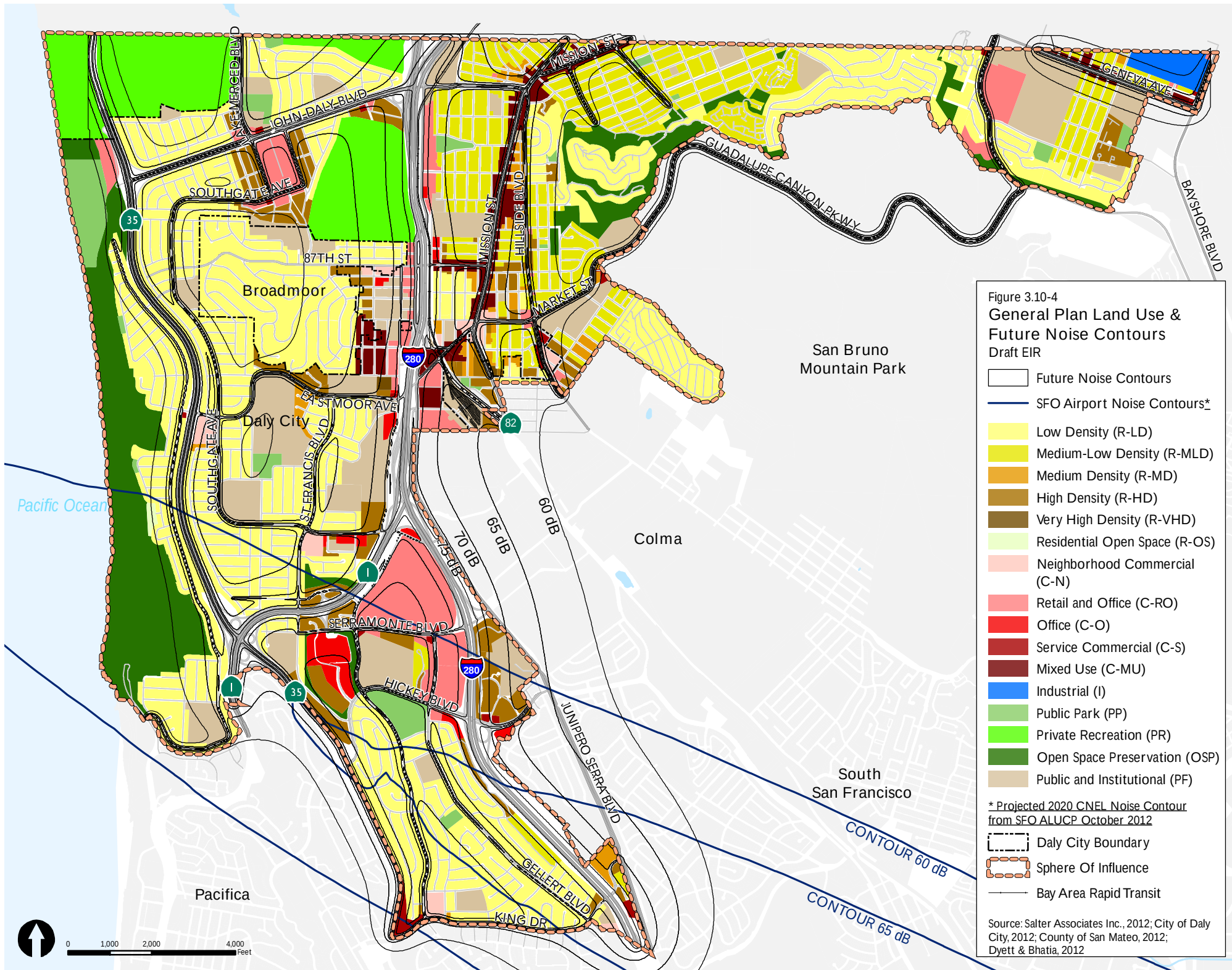
¹¹ Email conversation with Tom Yeager, District Engineer, Bayshore Sanitary District, December 14, 2012. BSD estimates 200 gallons of wastewater generated per day per household of 3 persons, which equals approximately 66.67 gallons per day per person rate.

Table 4-1: Revisions to the Draft EIR

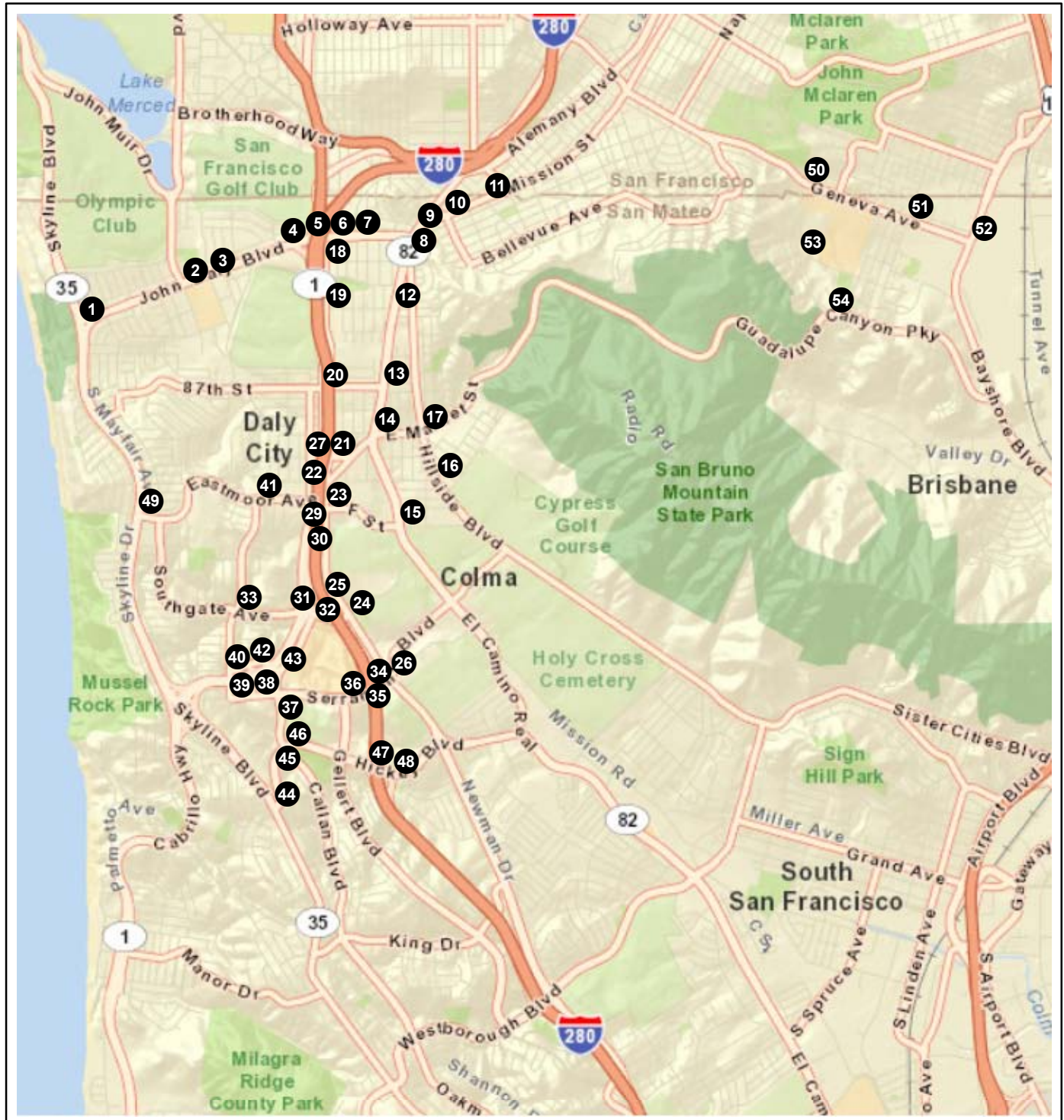
<i>Chapter/ Section</i>	<i>Page</i>	<i>Correction</i>
Ap- pendix C		Figures 1A to 27 showing intersection locations and lane geometries and intersection turning volumes have been added to Appendix C (See end of this chapter). A revised Traffic data output is available at the City of Daly City Planning 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. The following text have been added to Appendix C: <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>



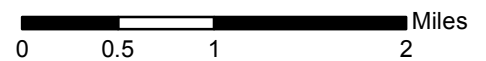
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1 in = 1 mile

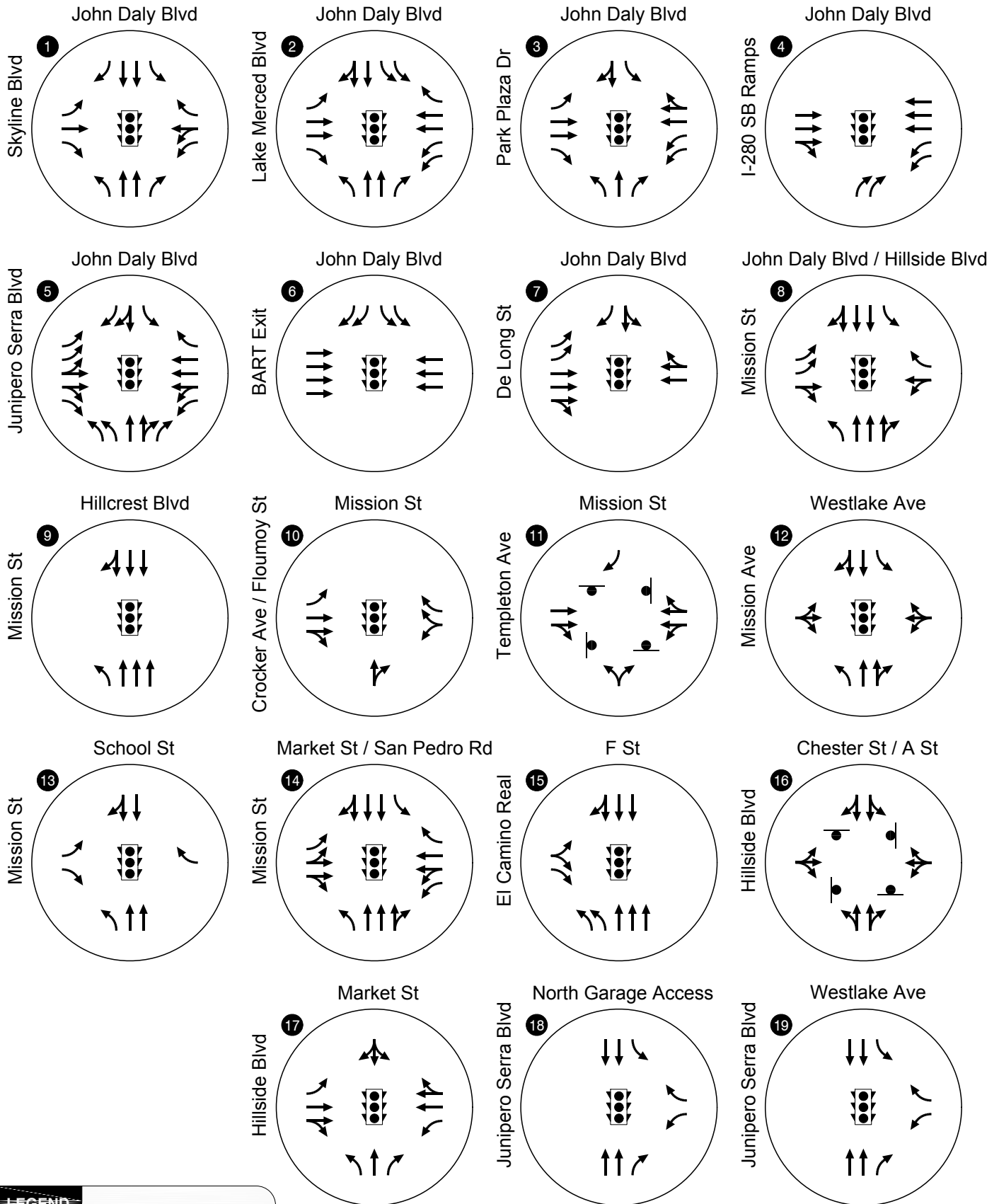


LEGEND

- # Study Intersections

STUDY INTERSECTIONS
CITY OF DALY CITY, CALIFORNIA

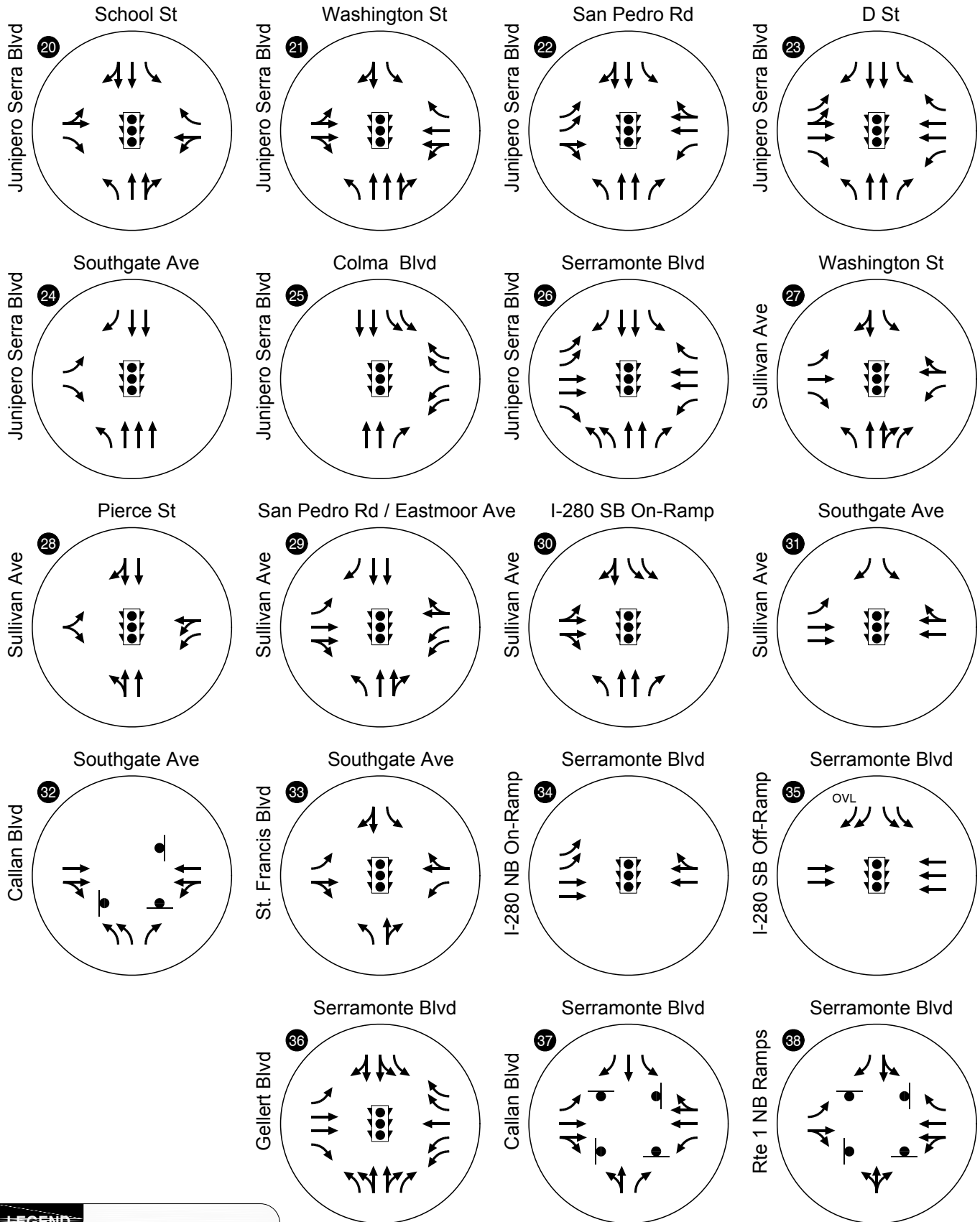
FIGURE
1A



LEGEND

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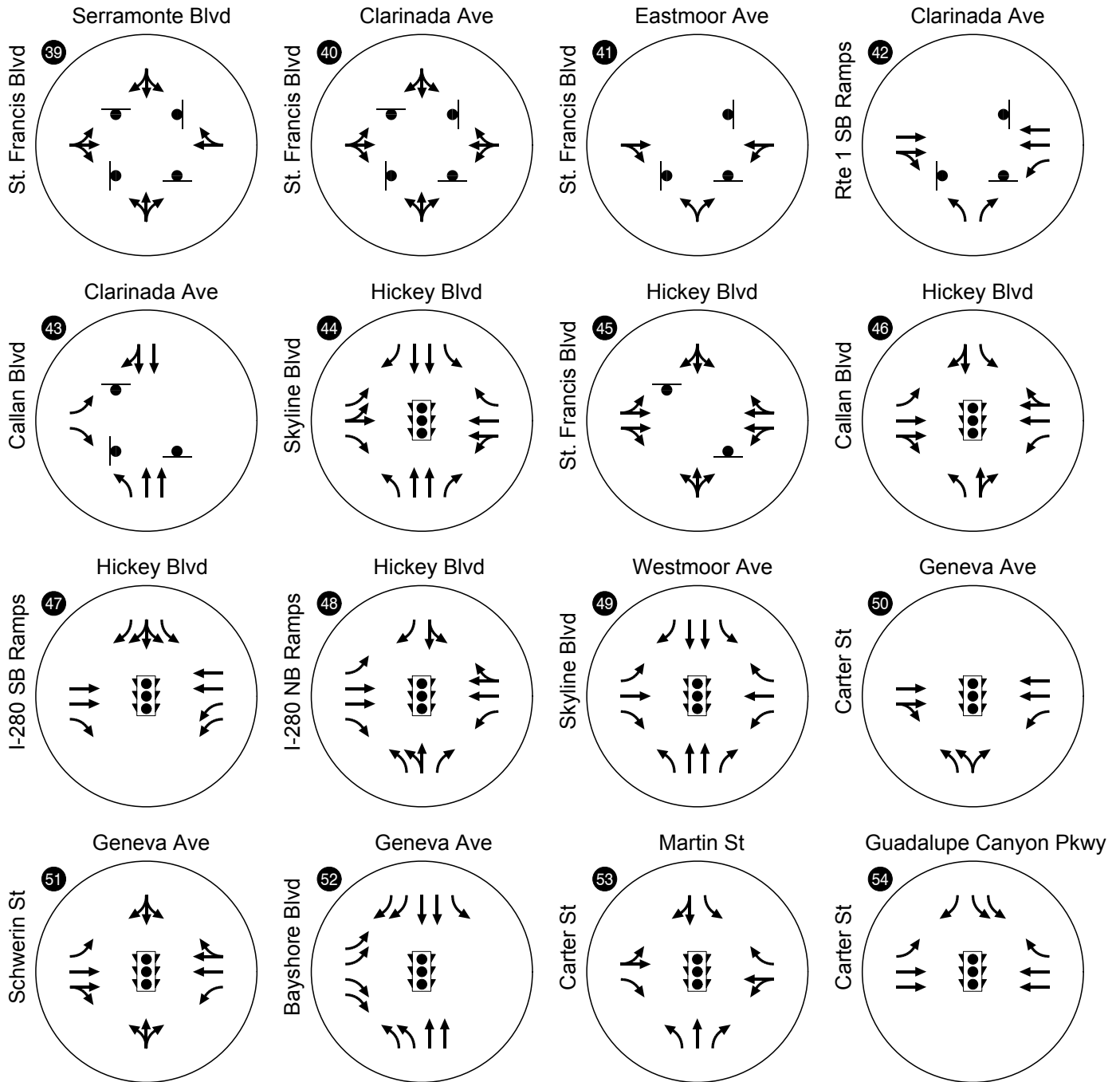
Existing Condition Lane Geometries
(Page 1 of 3)



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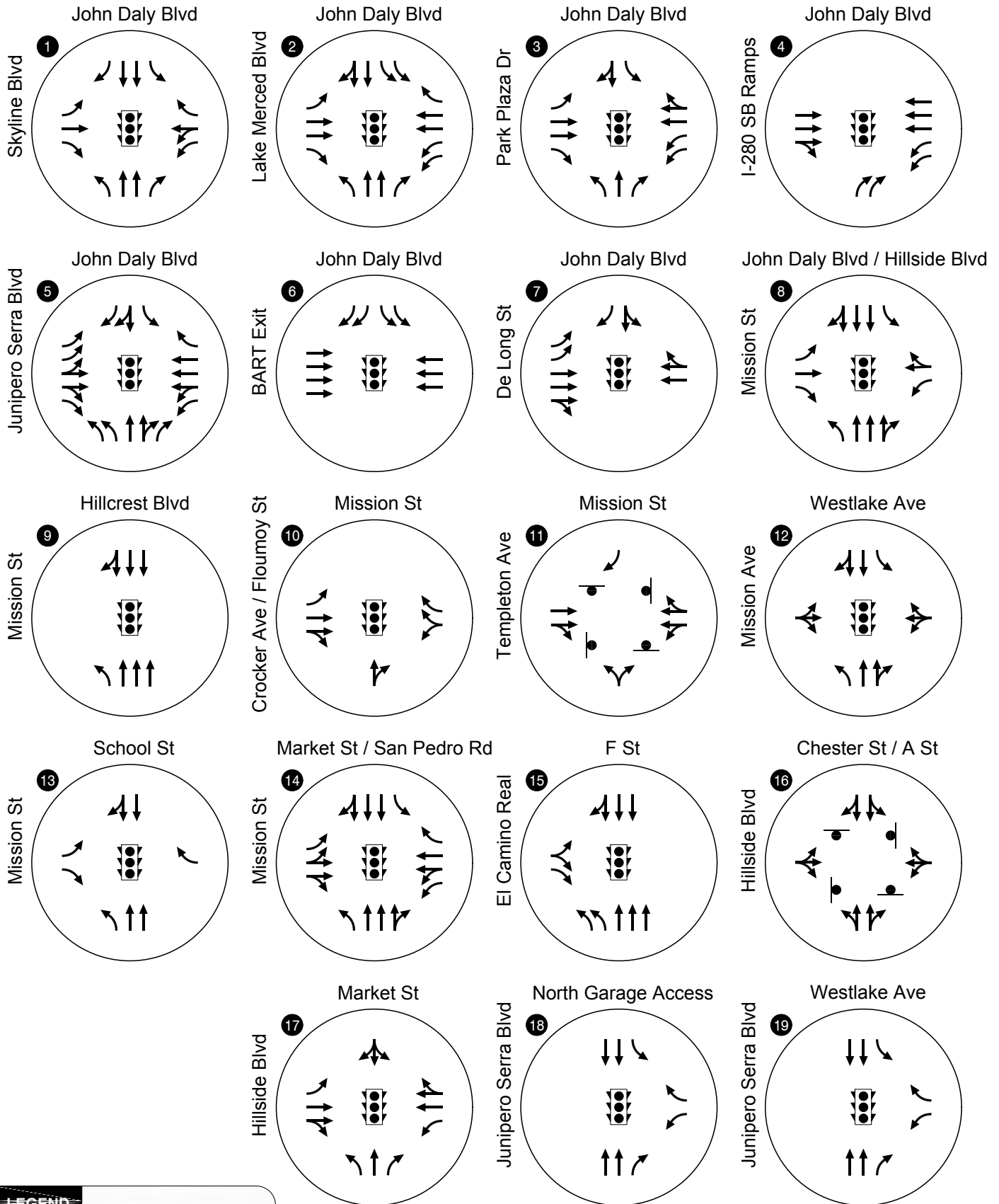
Existing Condition Lane Geometries
(Page 2 of 3)



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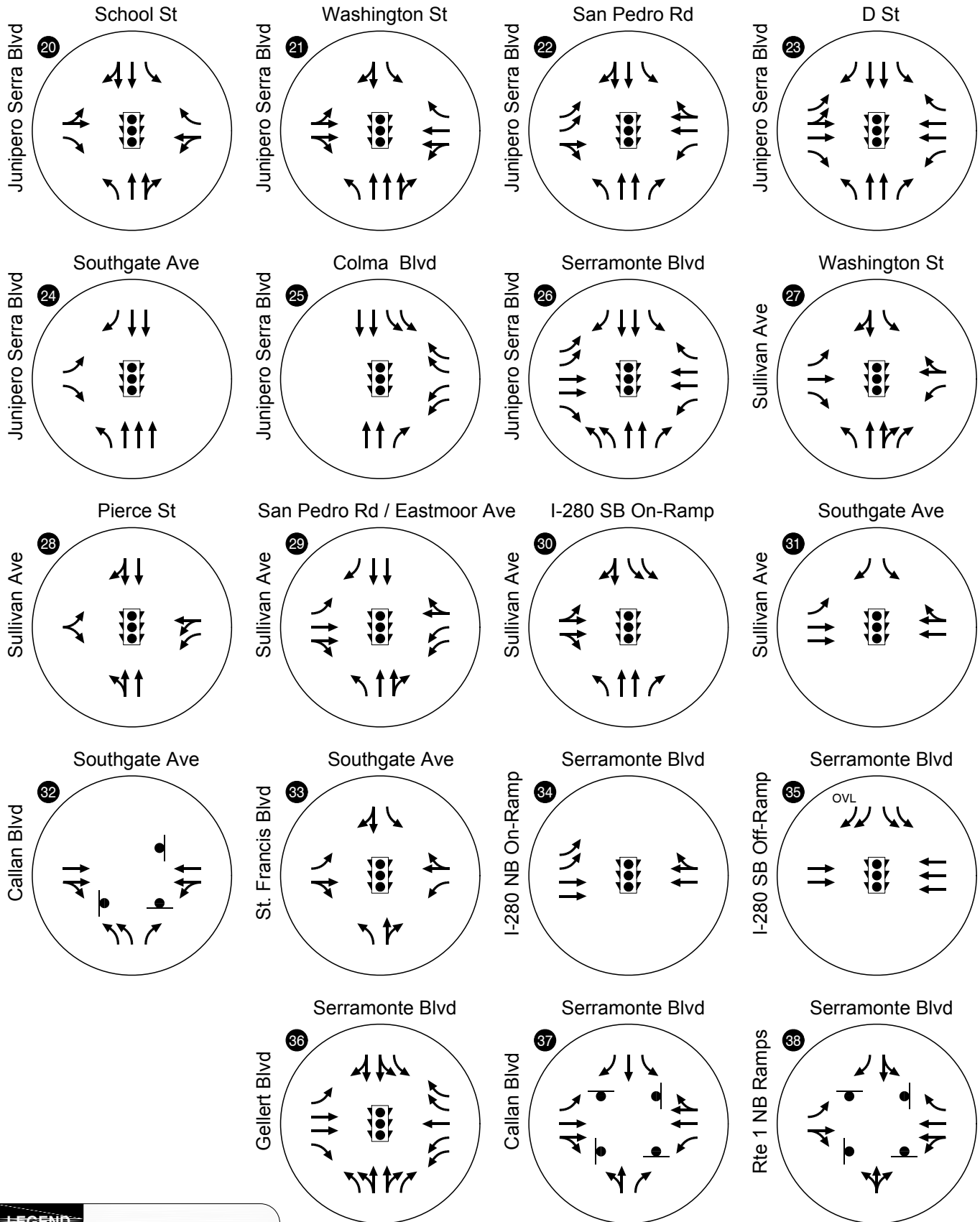
Existing Condition Lane Geometries
(Page 3 of 3)



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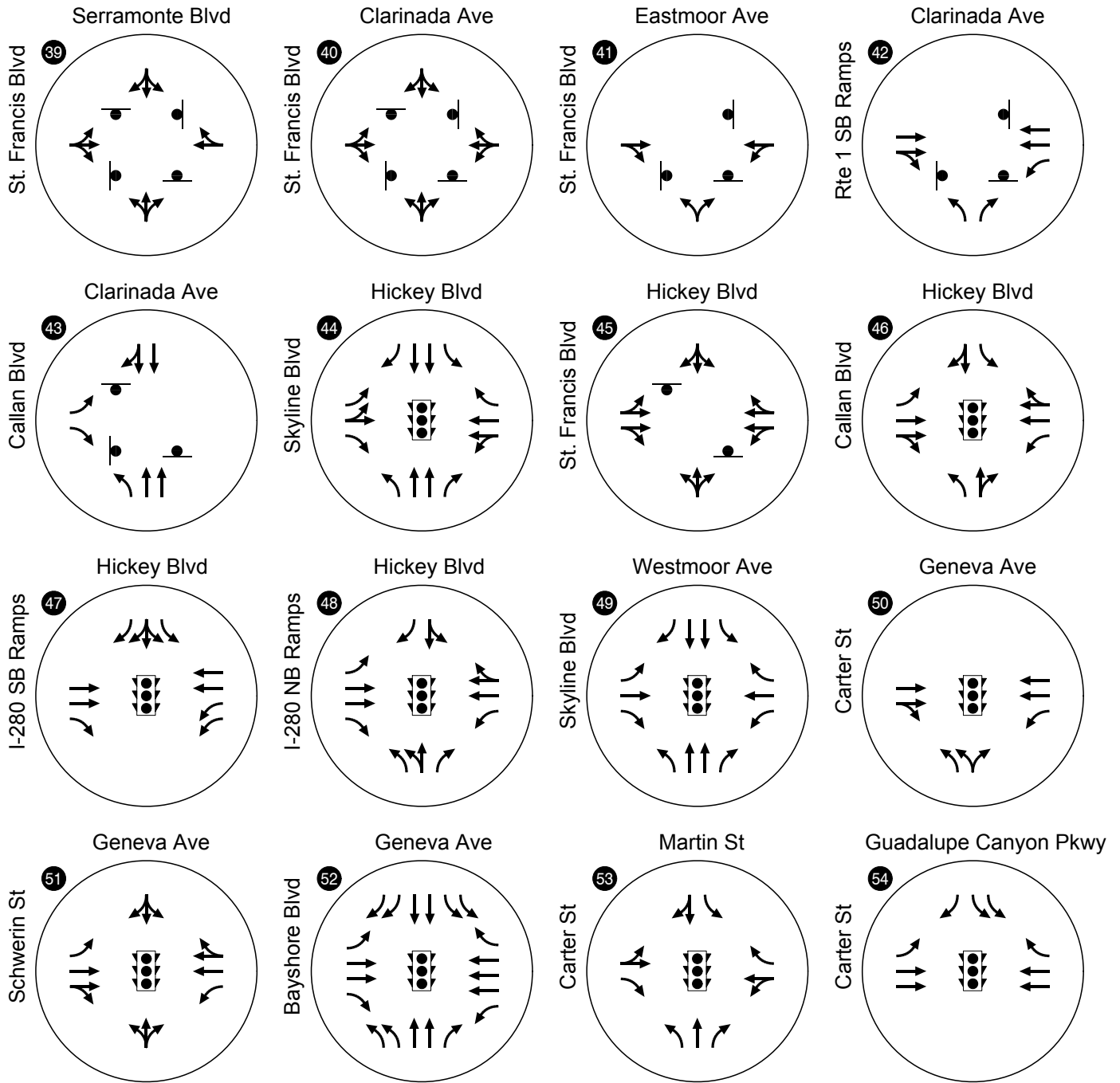
Cumulative No Project/Plus Project Condition Lane Geometries
(Page 1 of 3)



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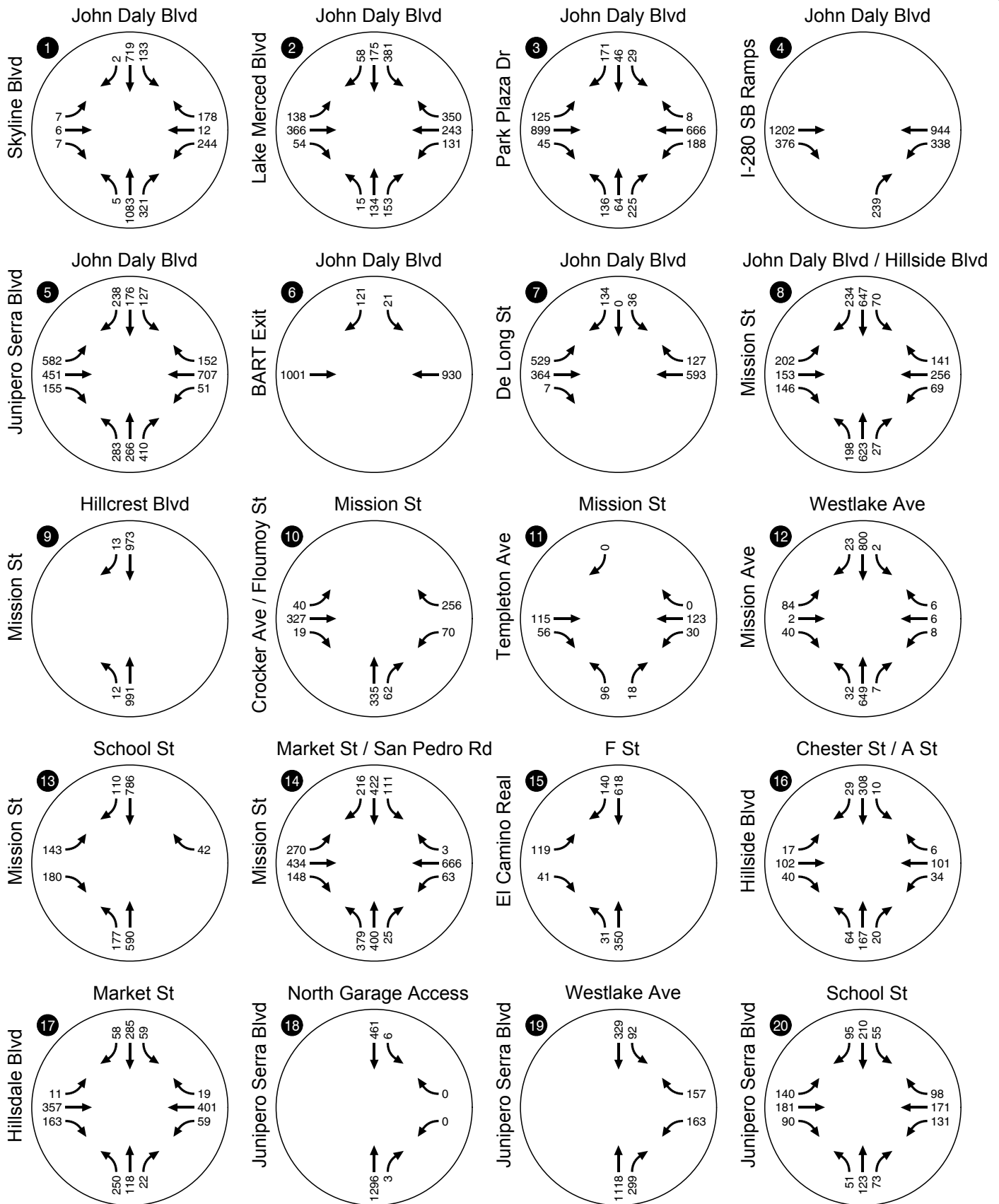
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(Page 2 of 3)



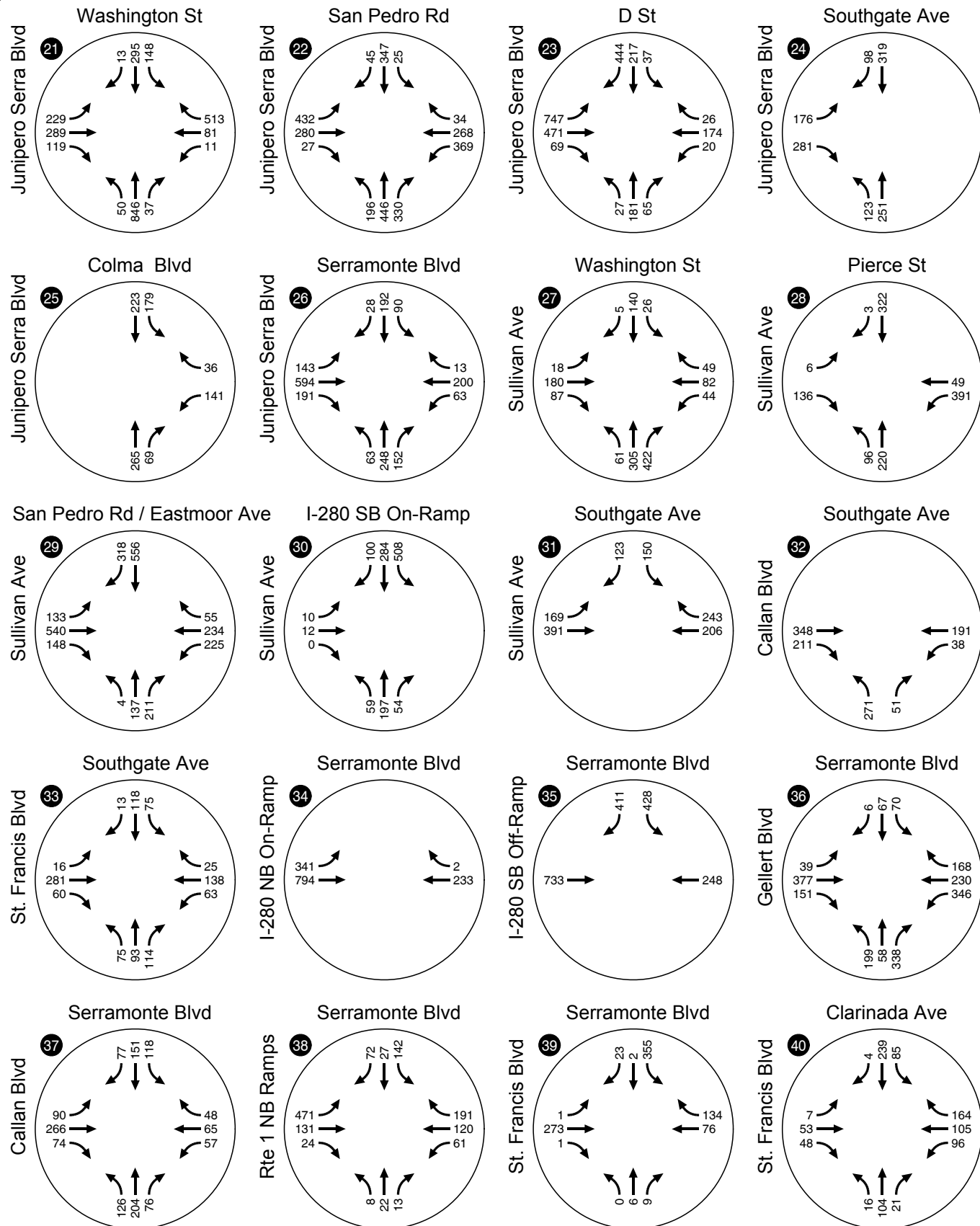
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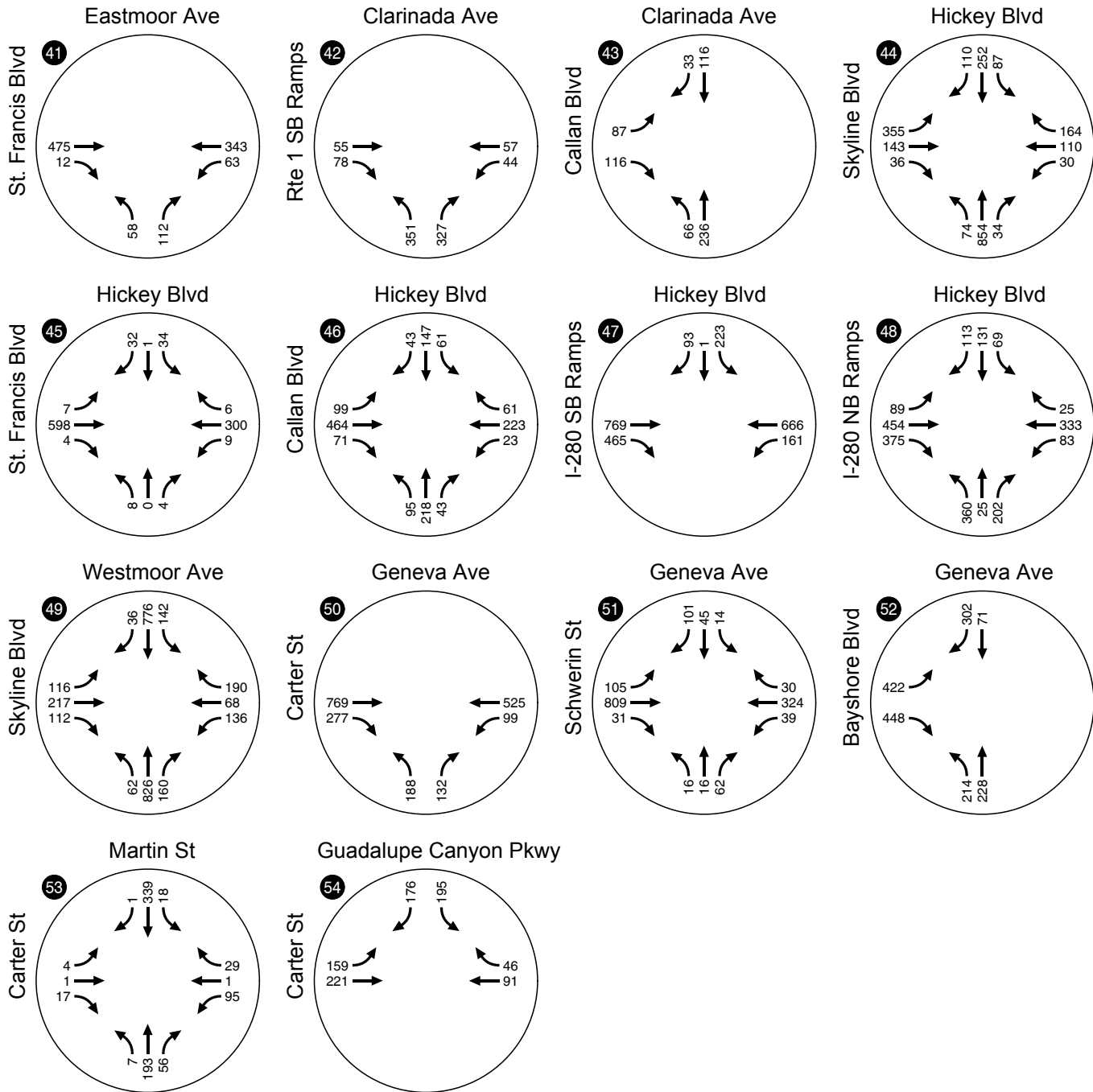
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Cumulative No Project/Plus Project Condition Lane Geometries
(Page 3 of 3)

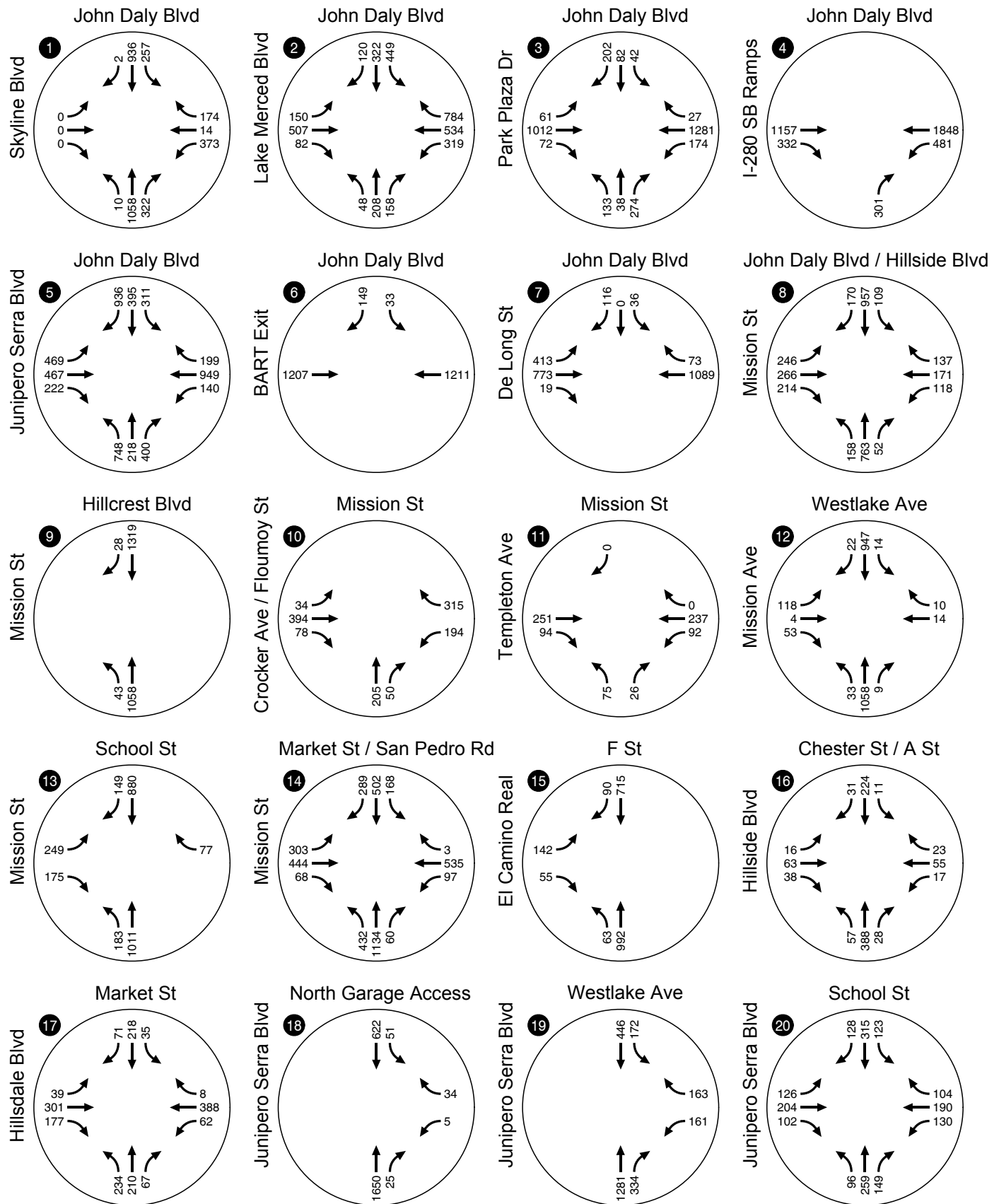


Existing Condition AM Peak Hour Volume
(Page 1 of 3)

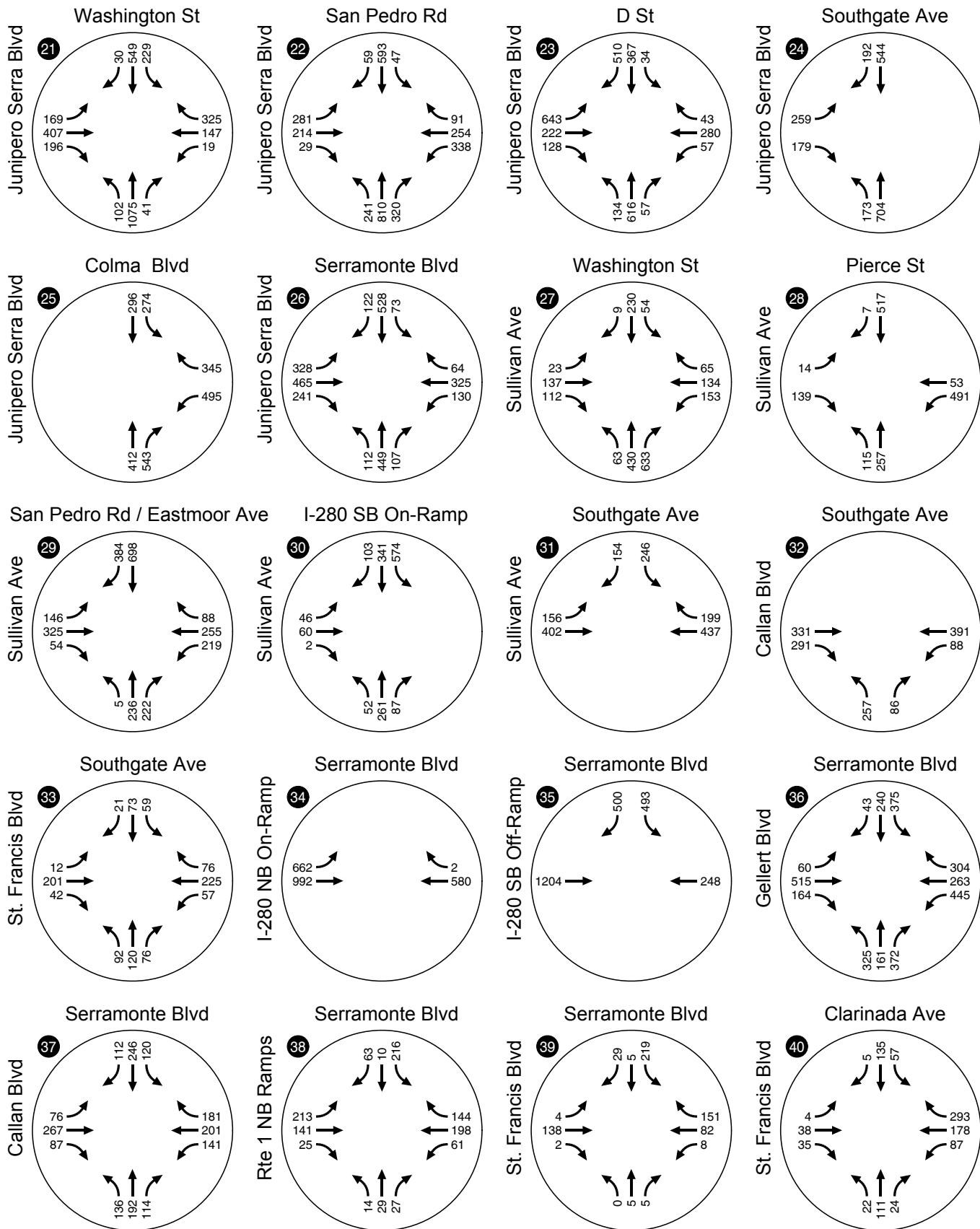




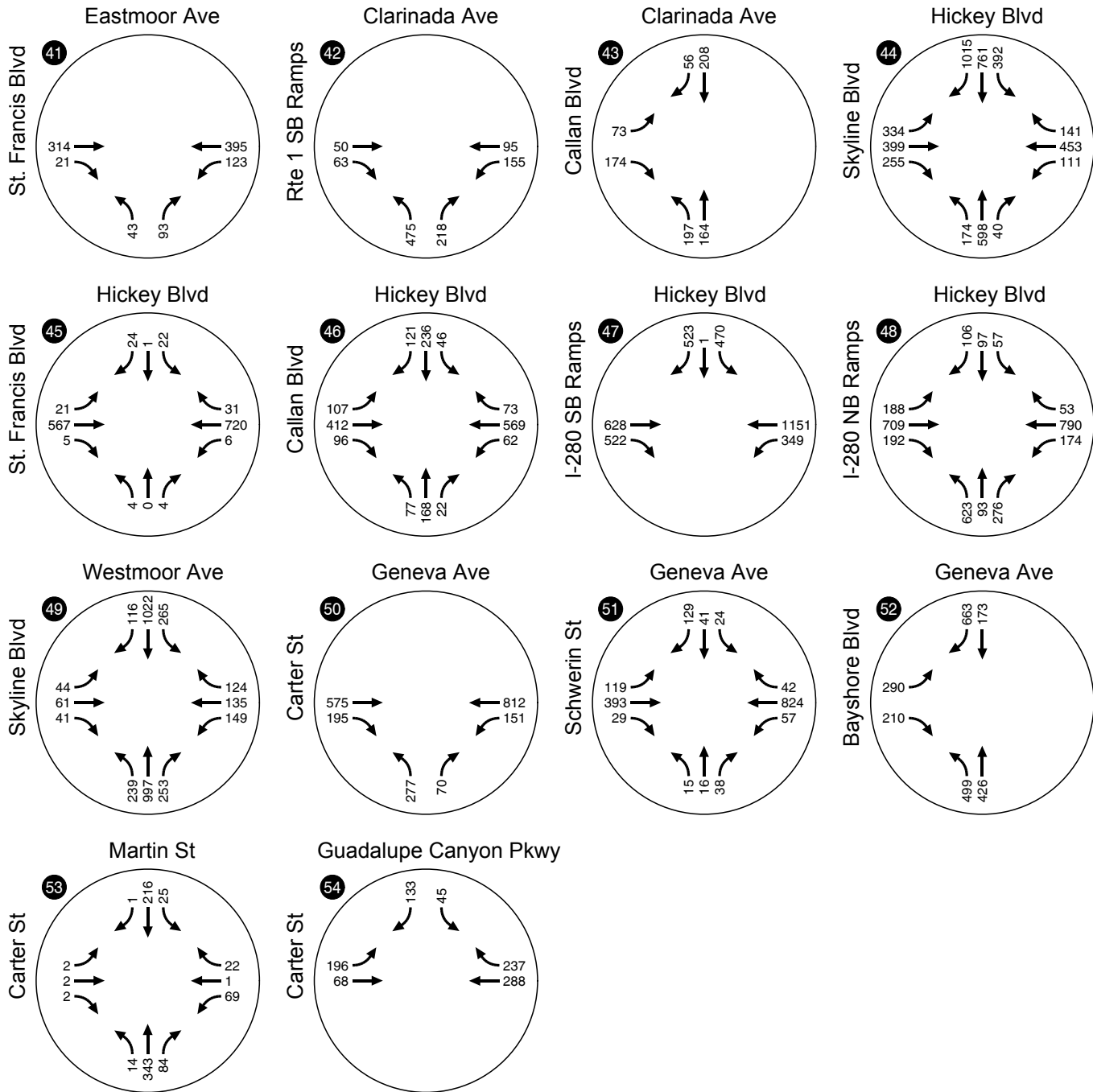
Existing Condition AM Peak Hour Volume
 (Page 3 of 3)



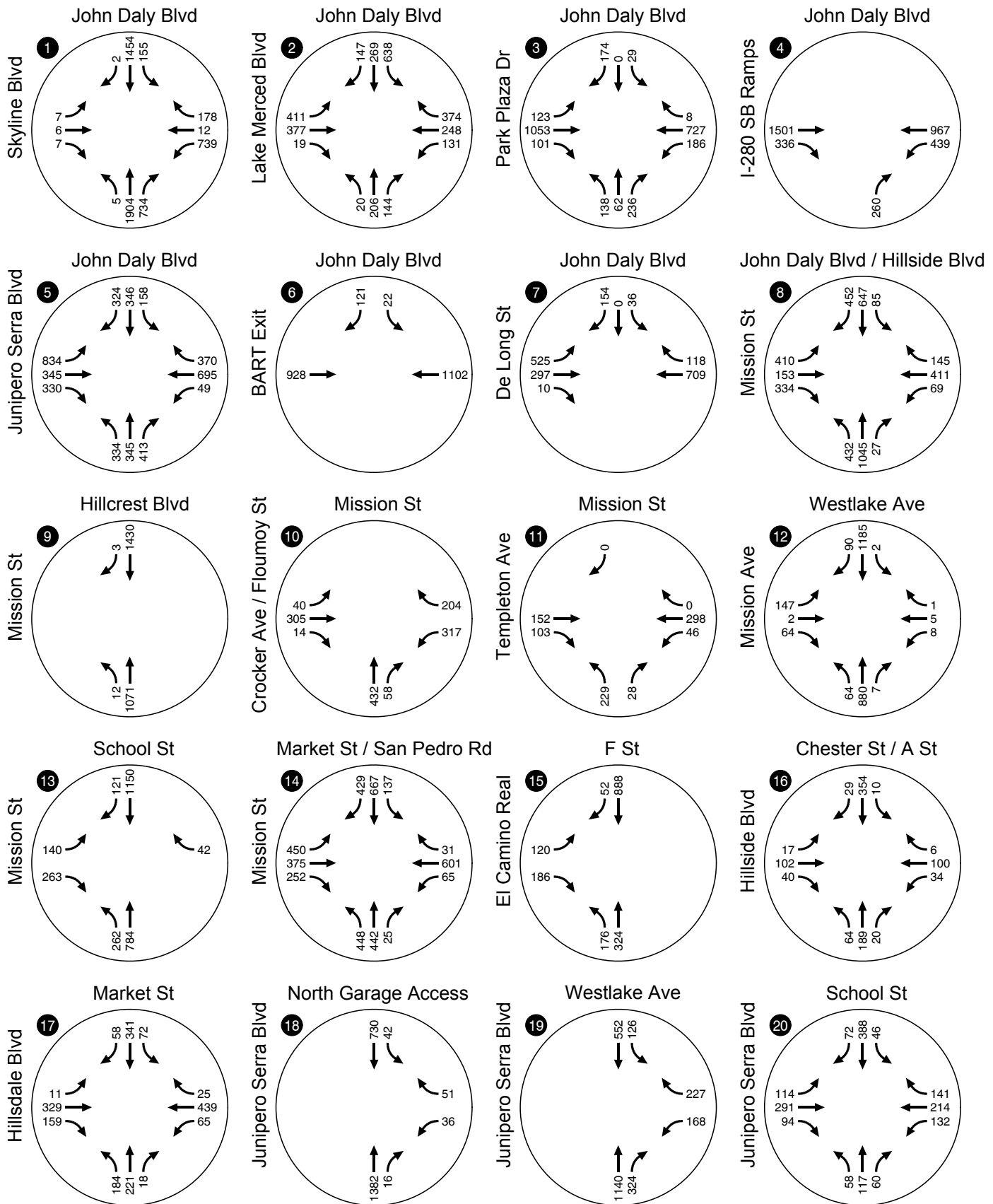
Existing Condition PM Peak Hour Volume
(Page 1 of 3)



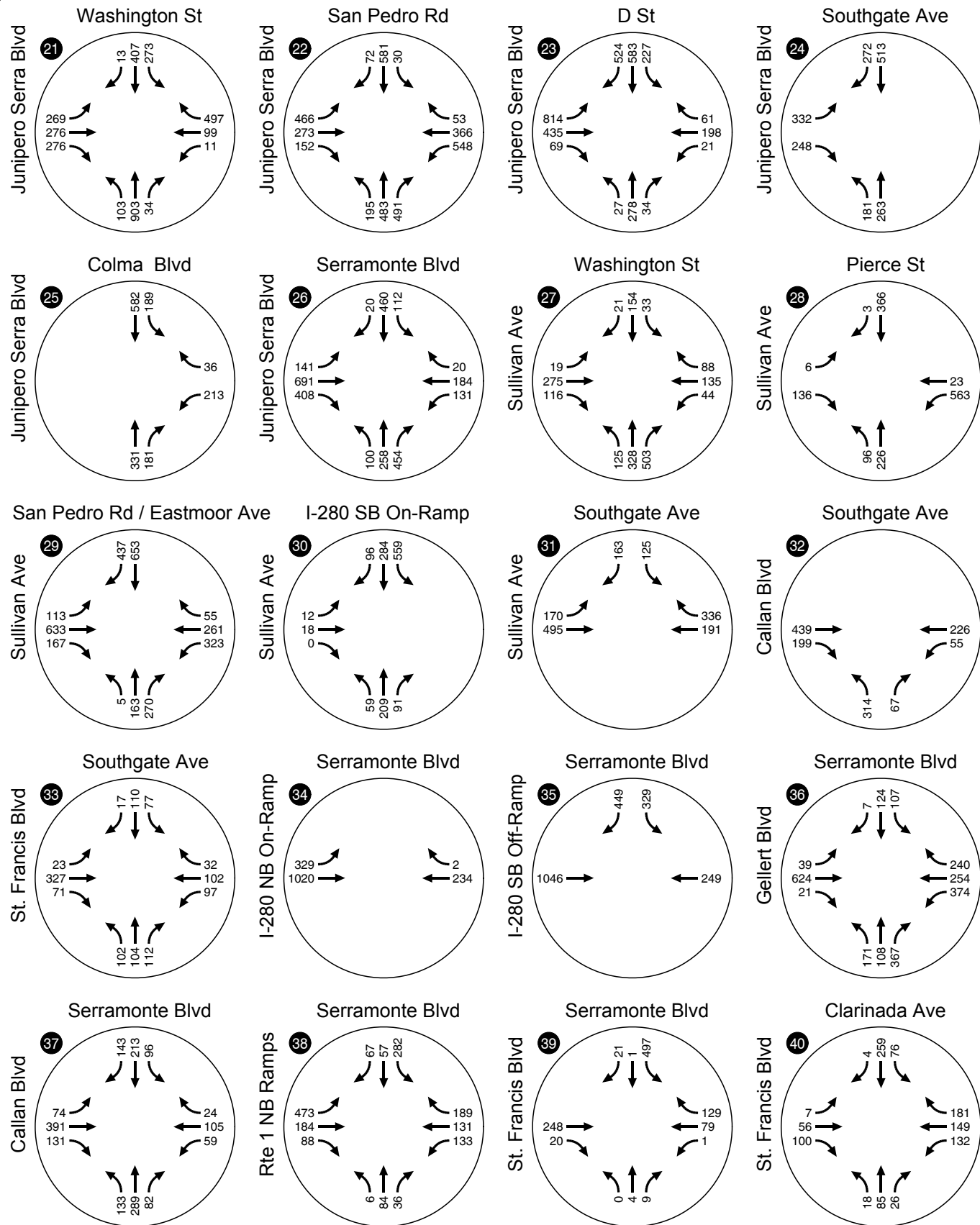
Existing Condition PM Peak Hour Volume
(Page 2 of 3)



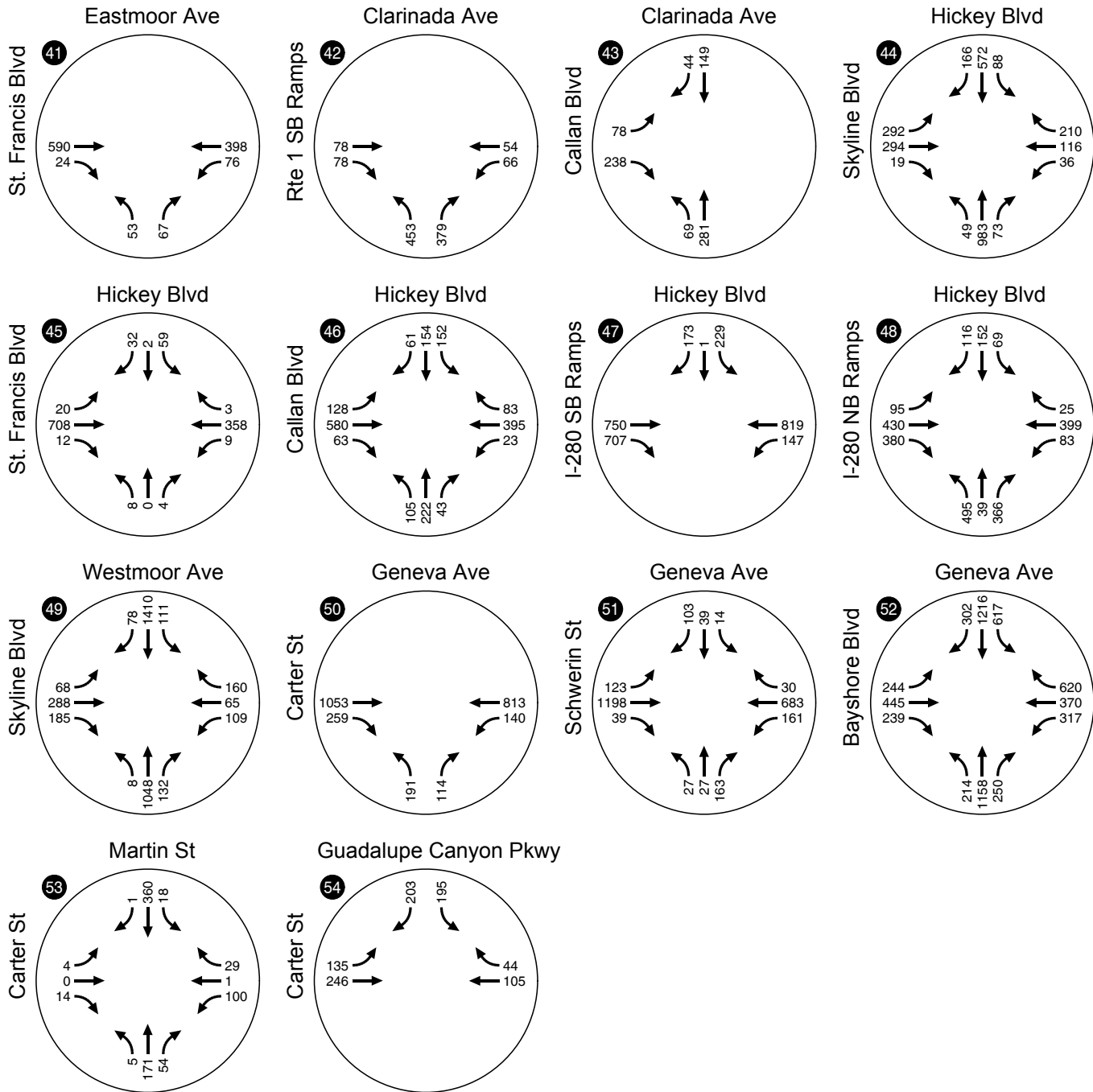
Existing Condition PM Peak Hour Volume
(Page 3 of 3)



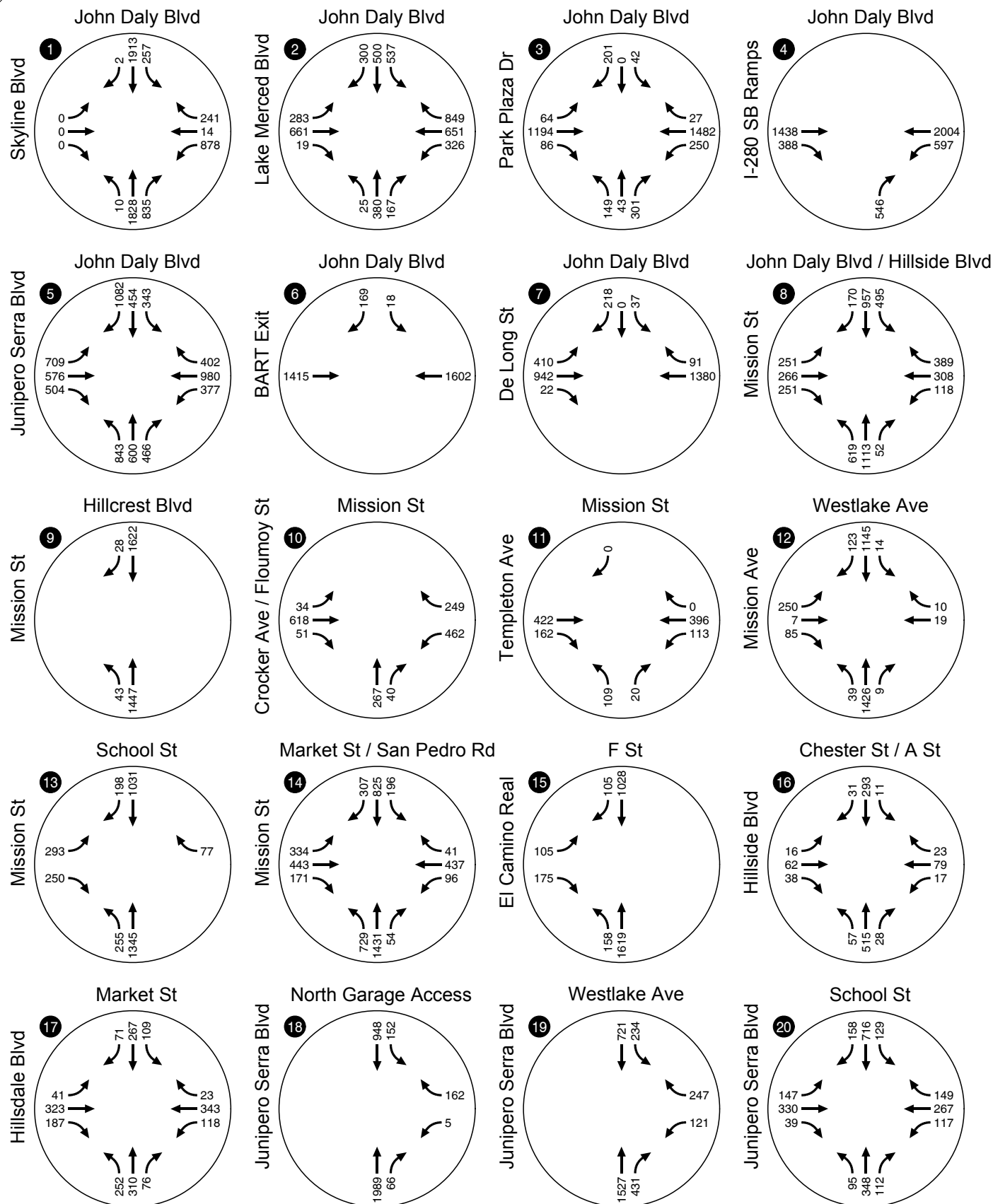
Cumulative No Project AM Peak Hour Volume
(Page 1 of 3)



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



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

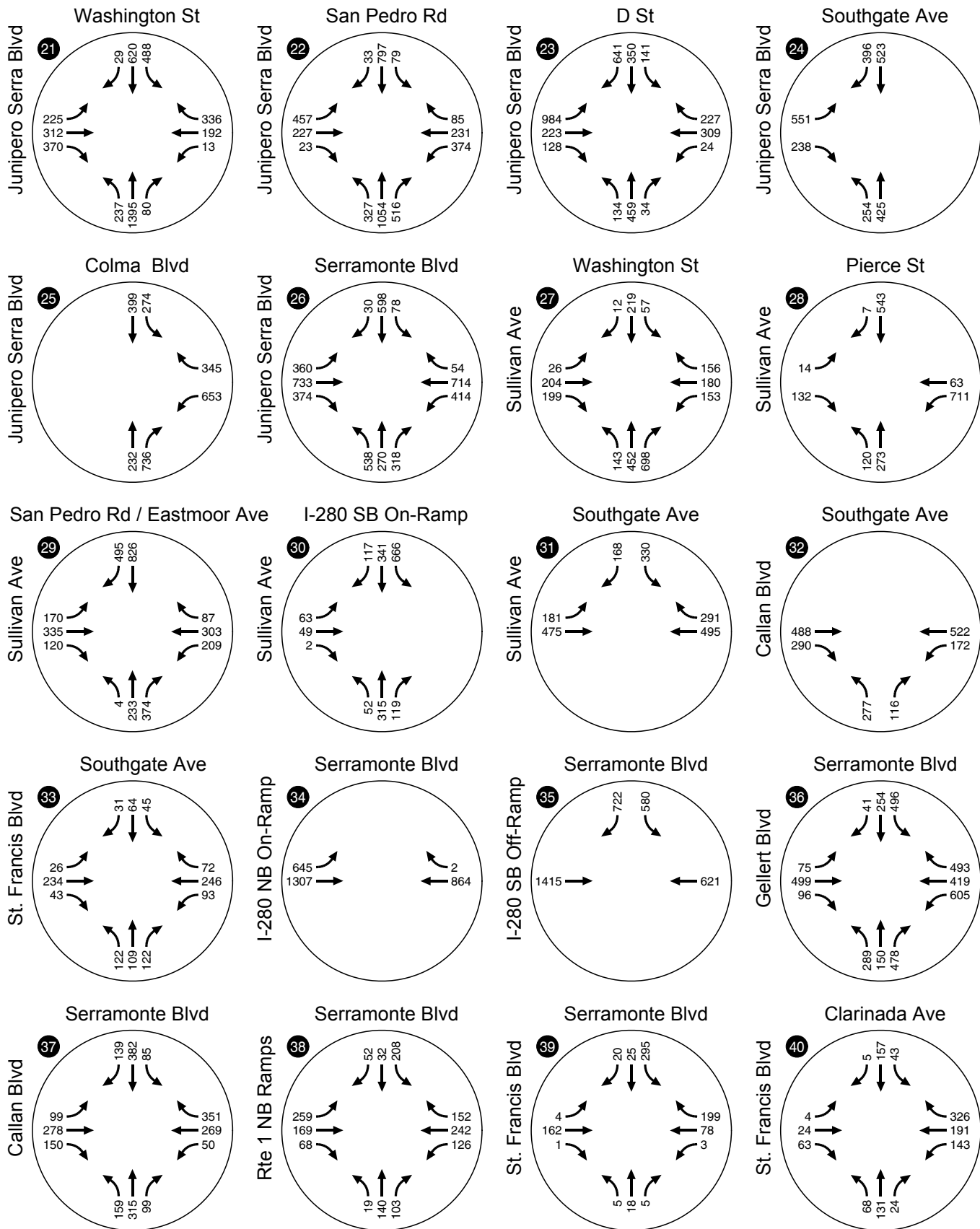


Cumulative No Project PM Peak Hour Volume
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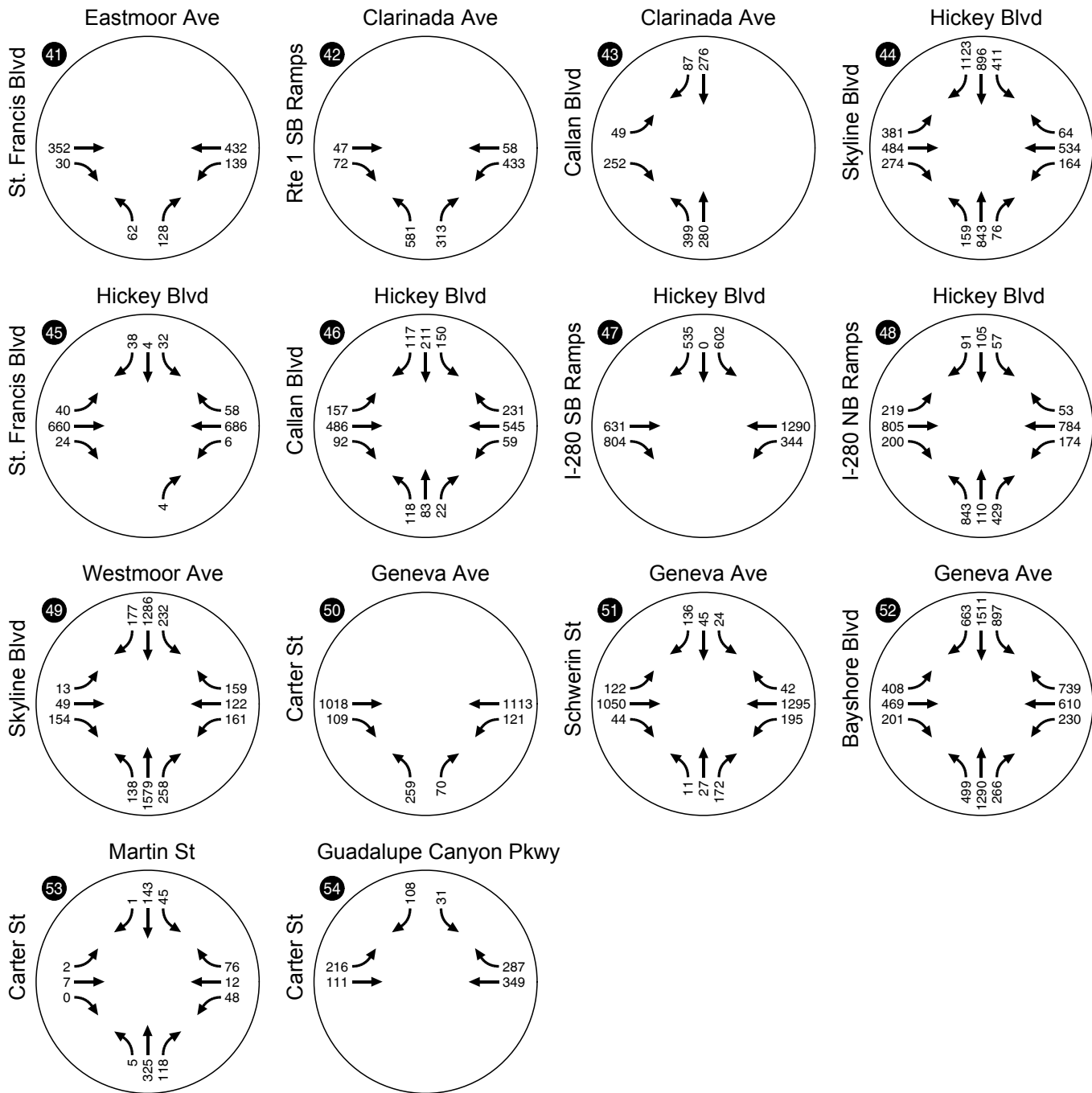
FIGURE

16

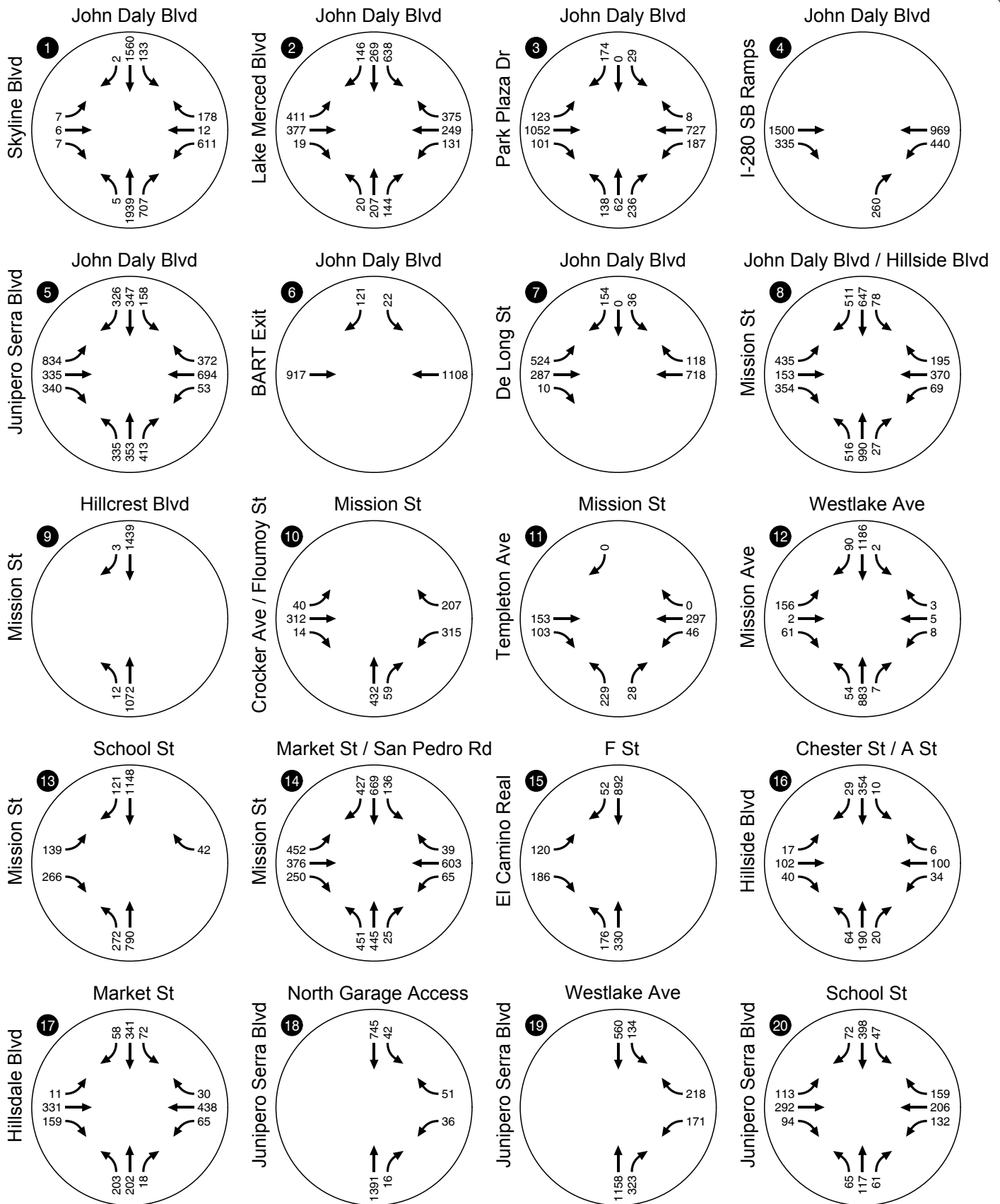




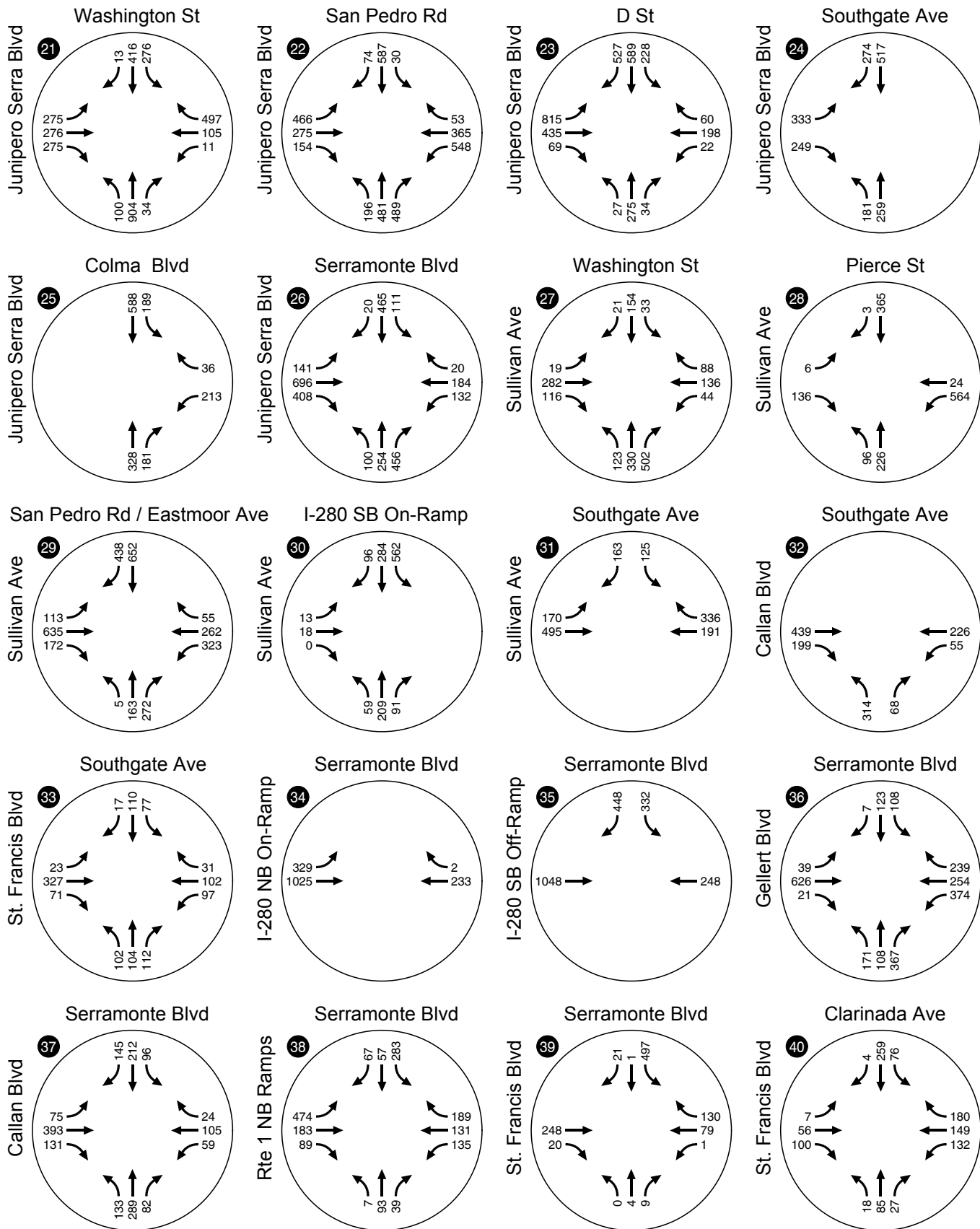
Cumulative No Project PM Peak Hour Volume
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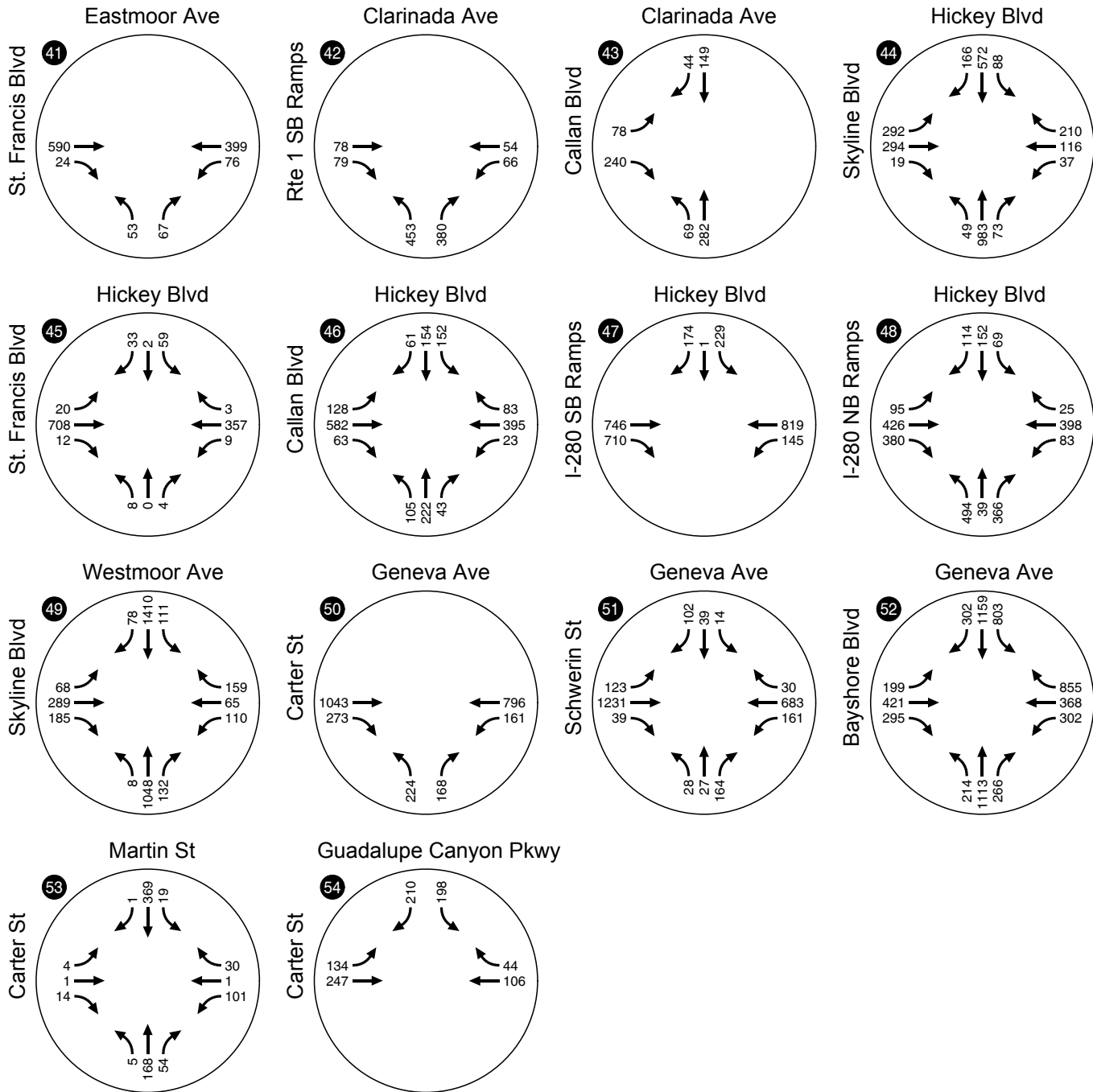
Cumulative No Project PM Peak Hour Volume
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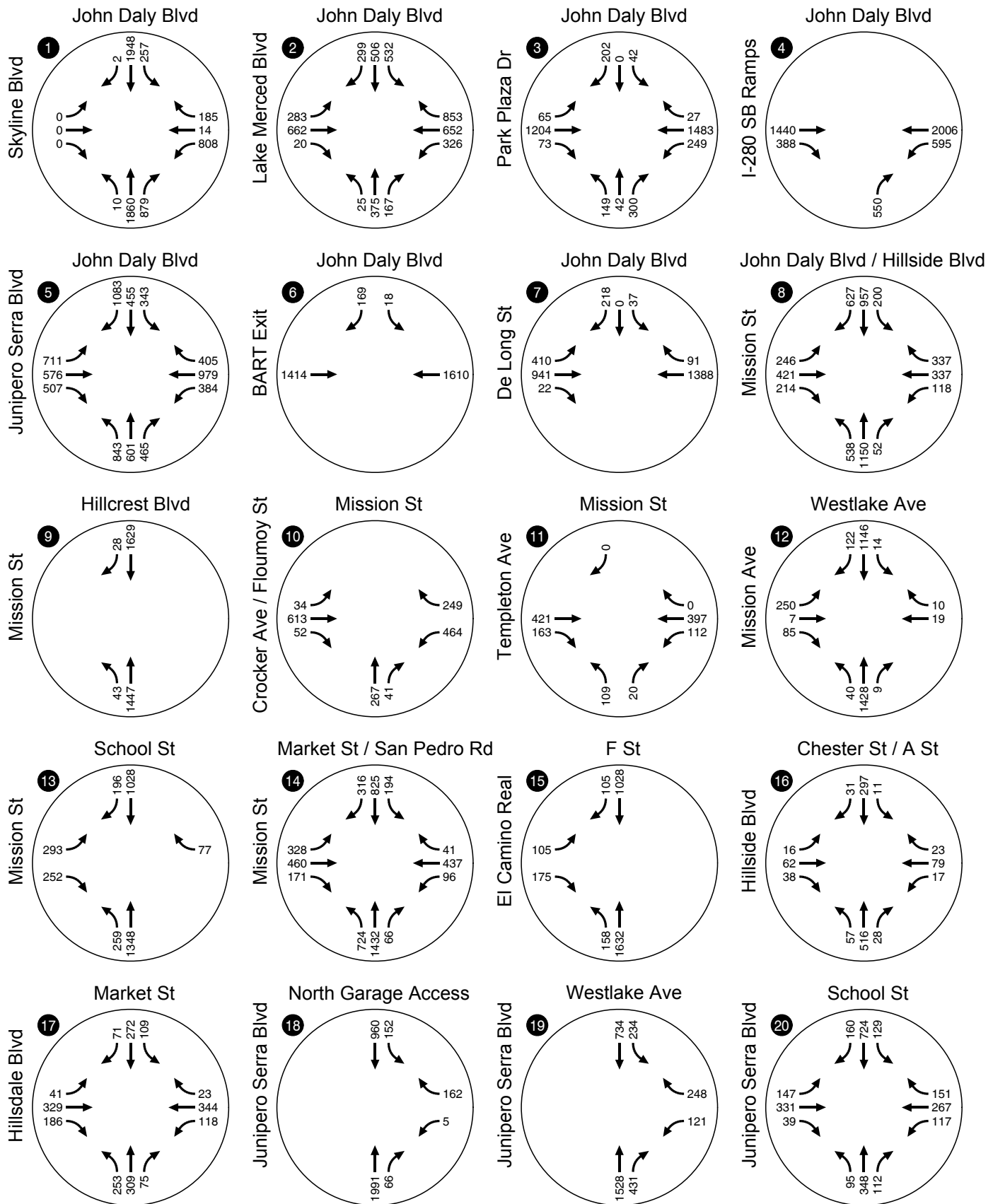
Cumulative with Project AM Peak Hour Volume
(Page 1 of 3)



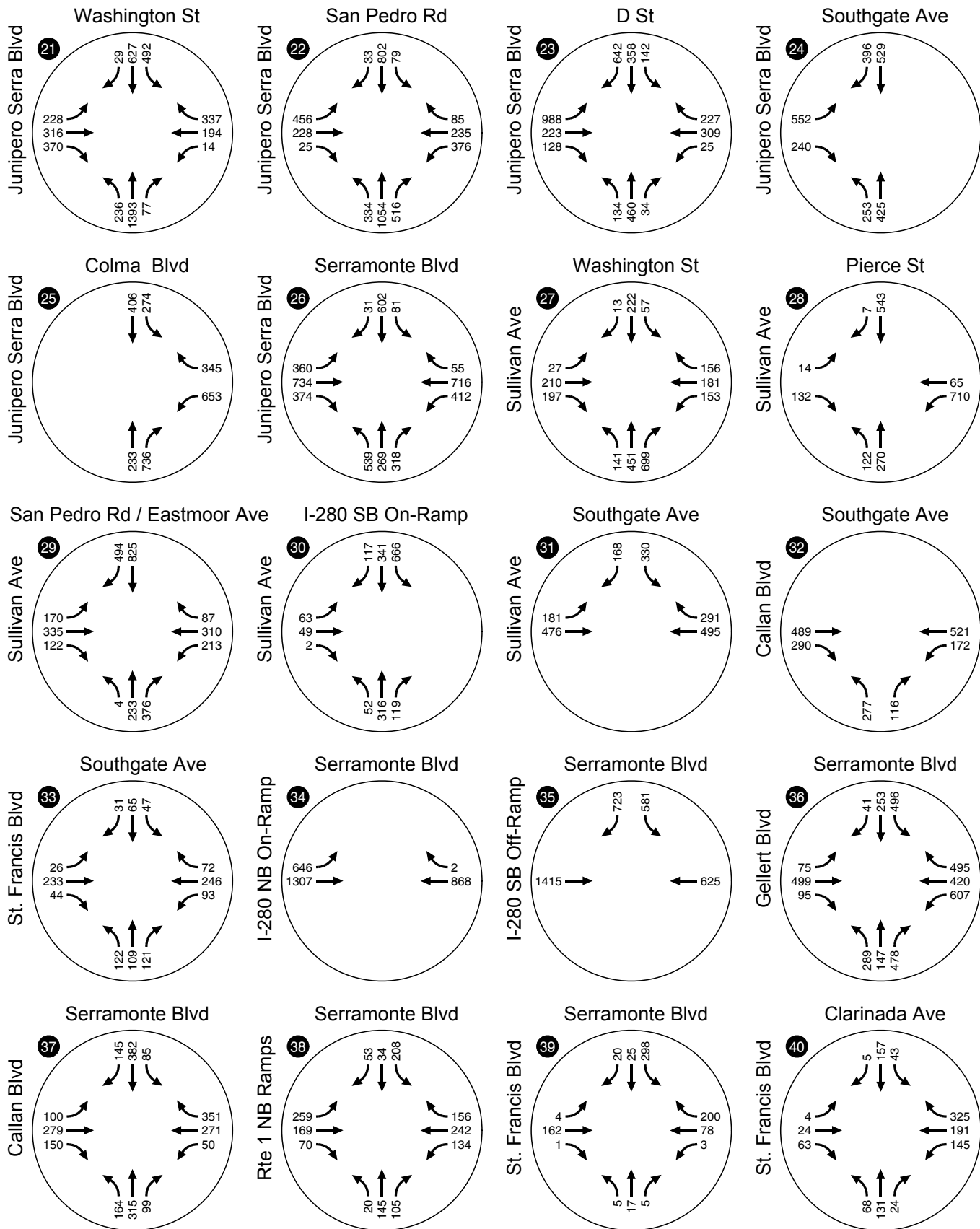
Cumulative with Project AM Peak Hour Volume
(Page 2 of 3)



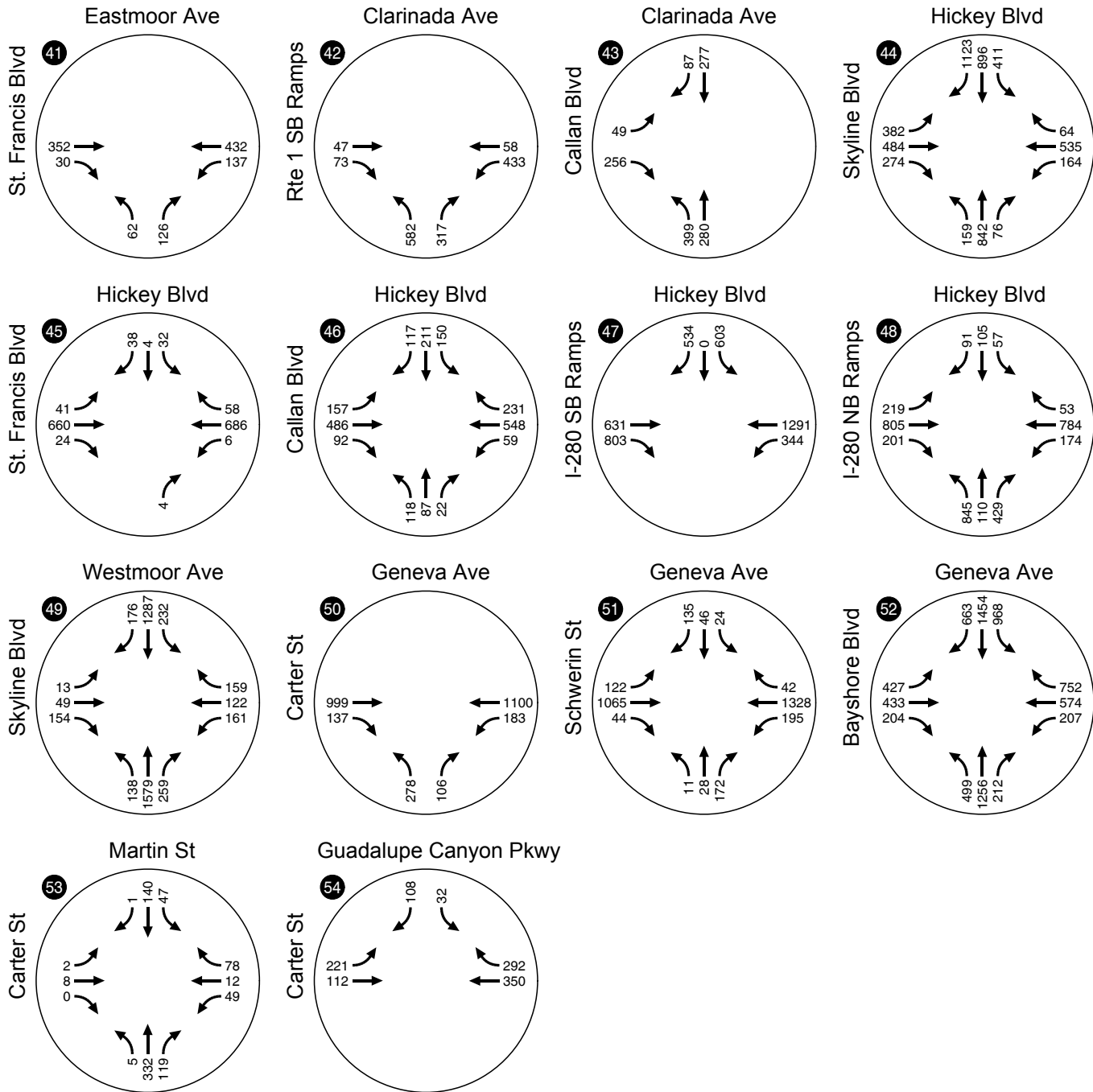
Cumulative with Project AM Peak Hour Volume
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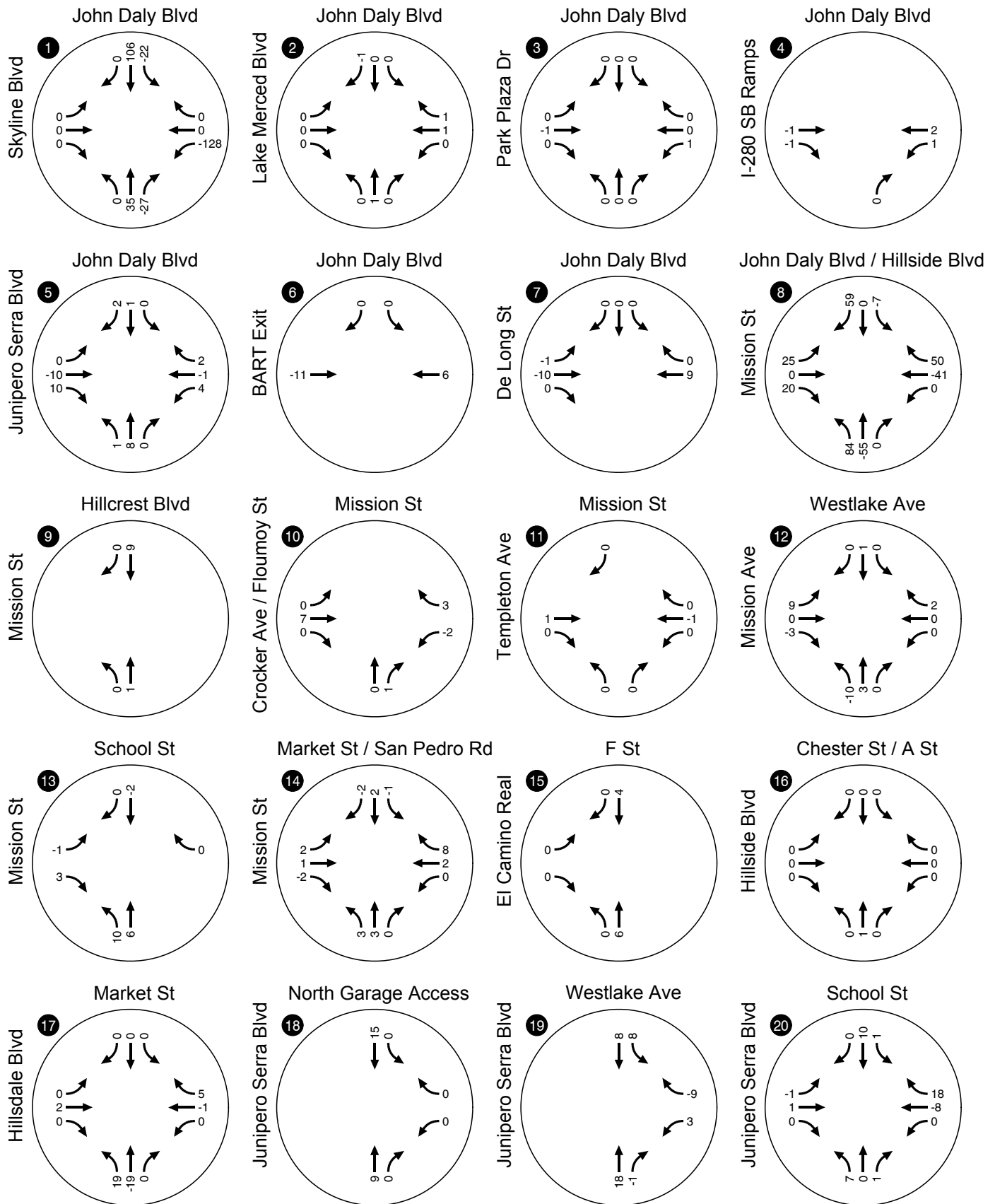
Cumulative with Project PM Peak Hour Volume
(Page 1 of 3)



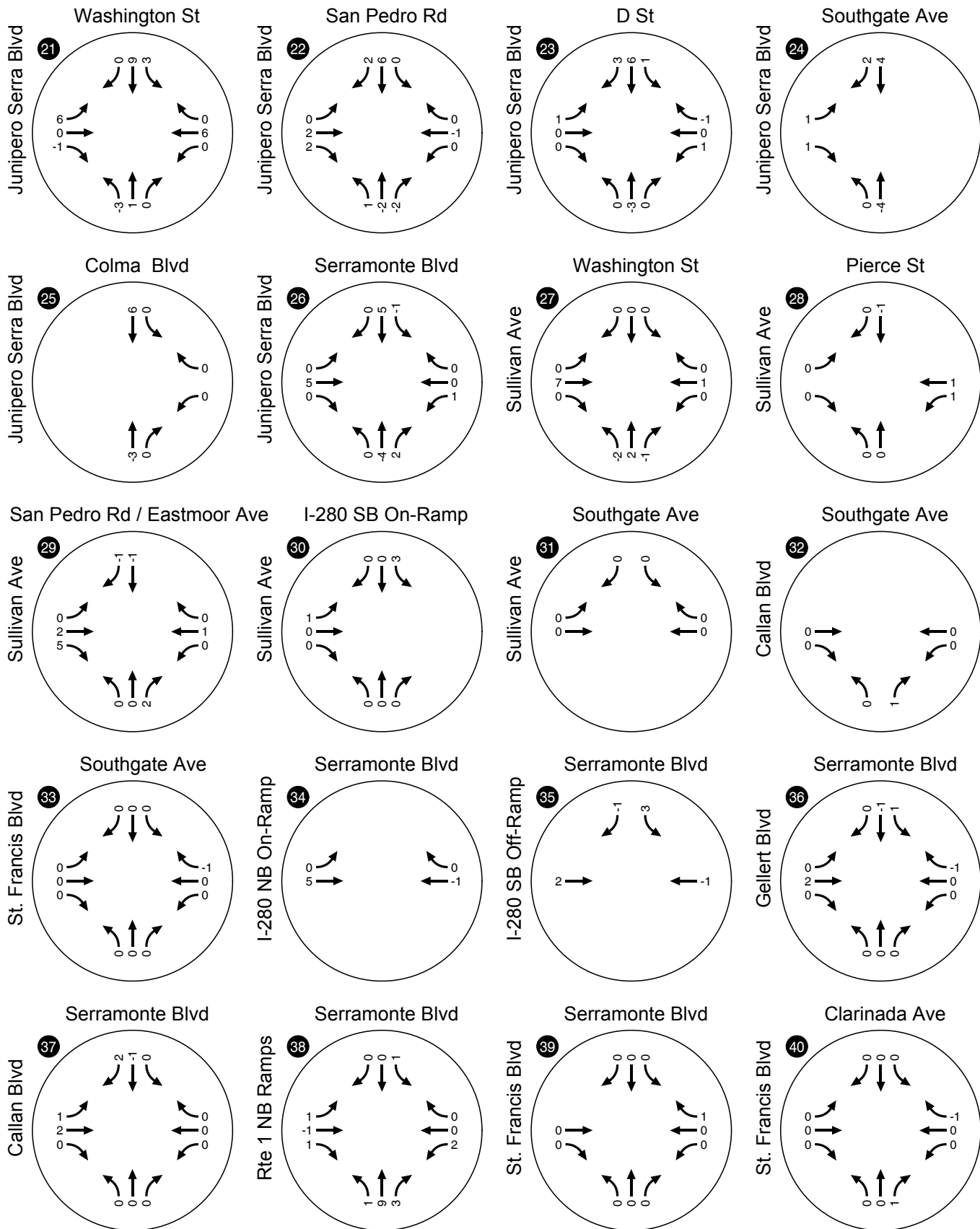
Cumulative with Project PM Peak Hour Volume
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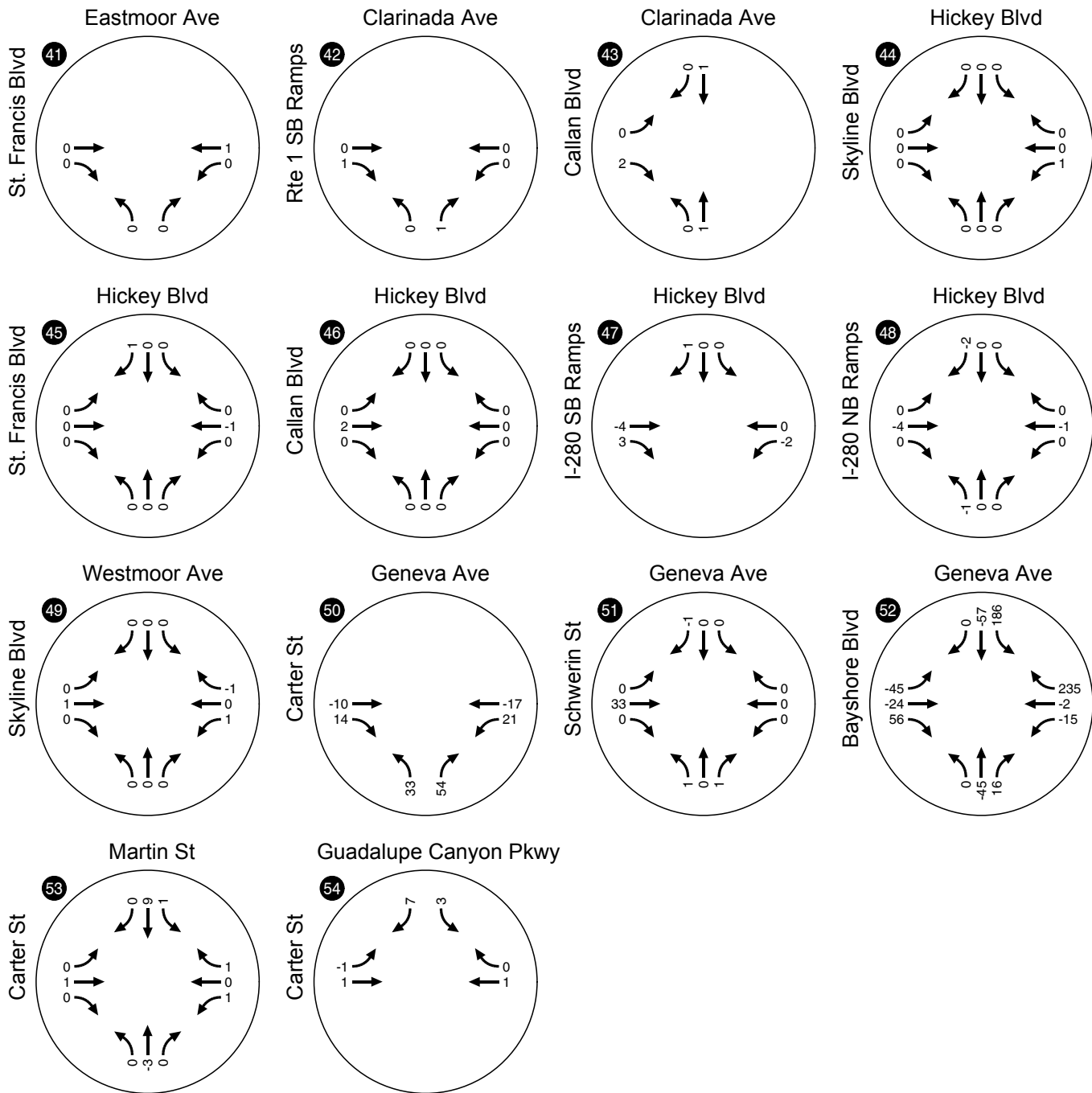
Cumulative with Project PM Peak Hour Volume
 (Page 3 of 3)



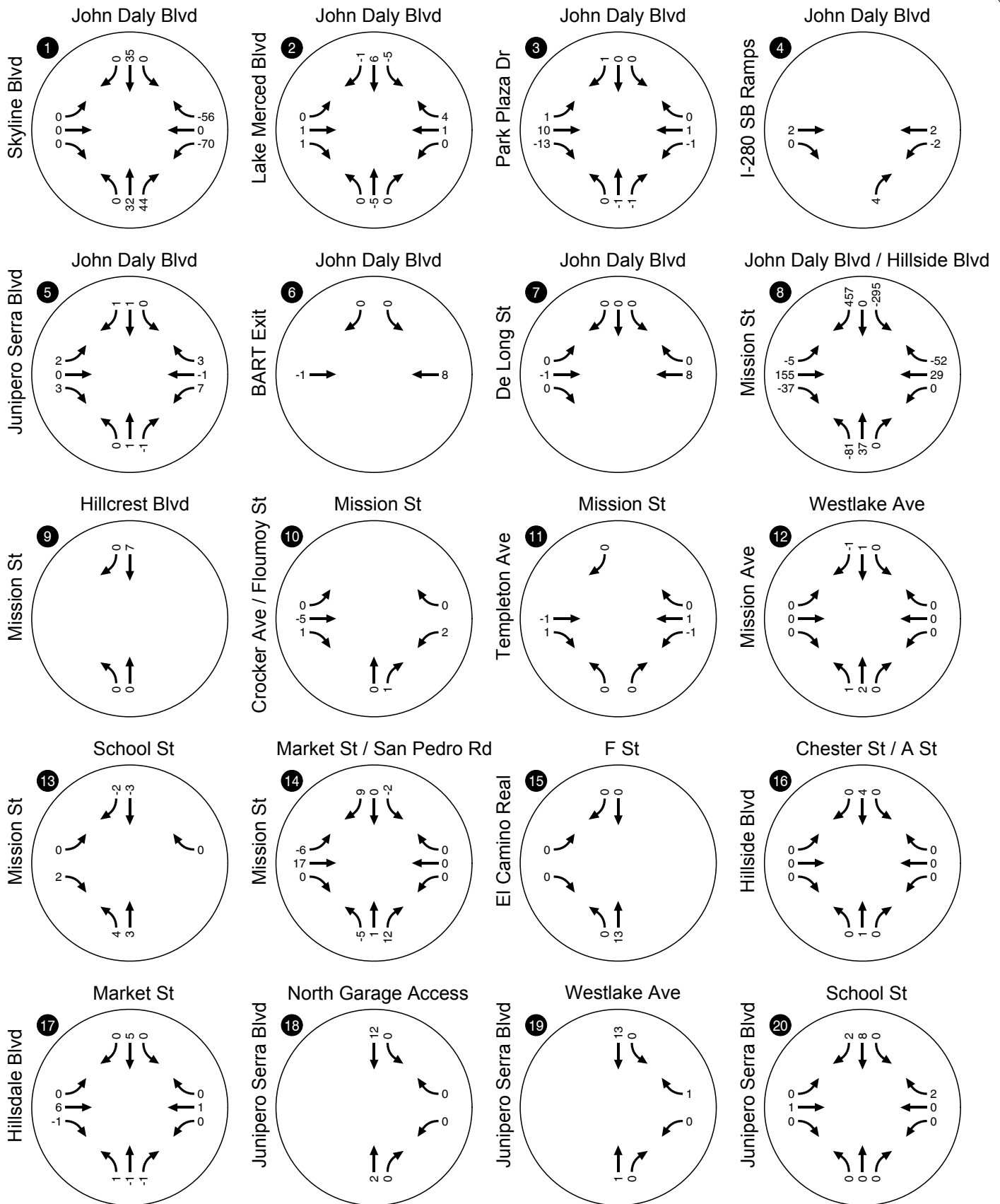
Turning Volume Differences: Cumulative with Project - Cumulative No Project
AM Peak Hour Volume (Page 1 of 3)



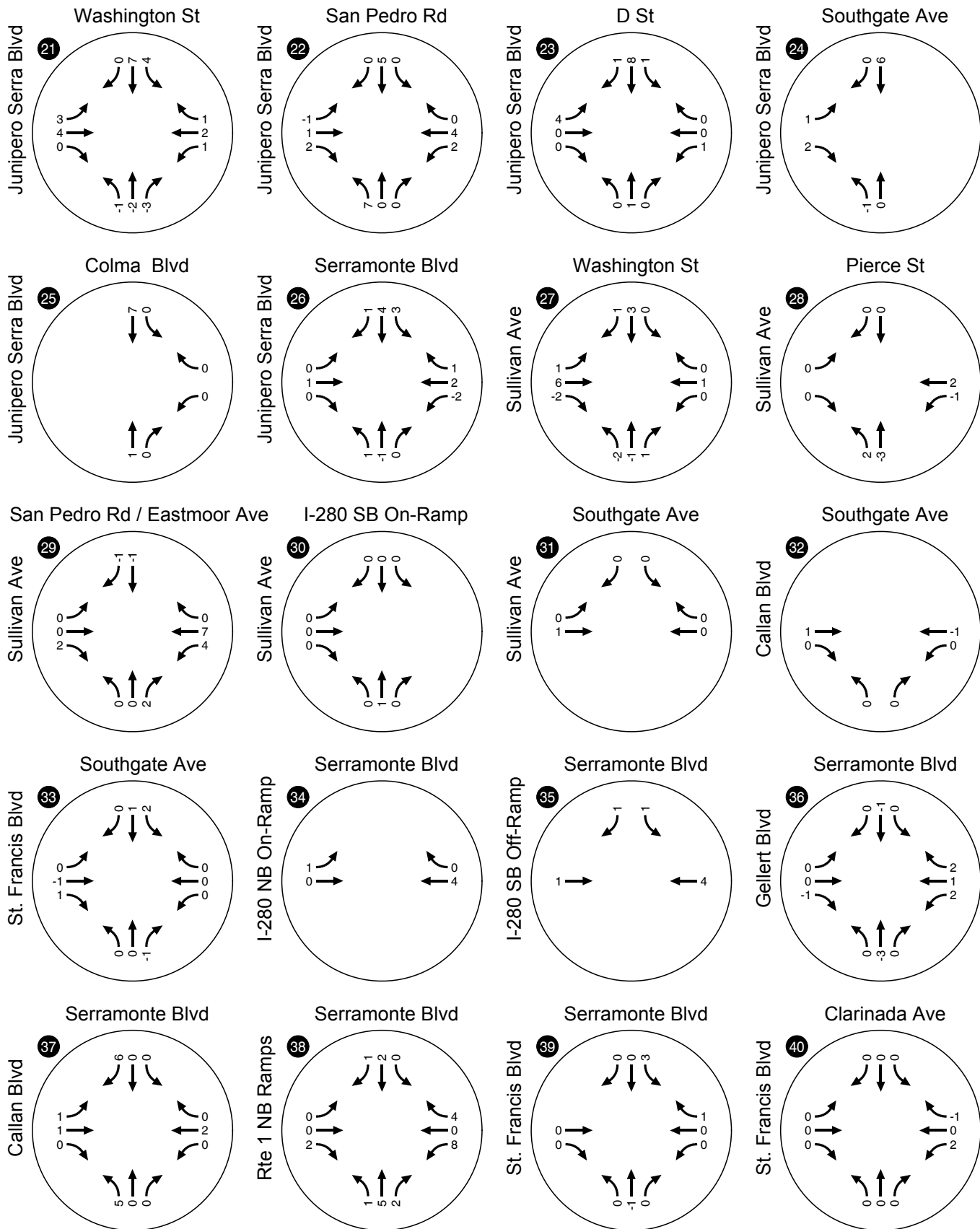
Turning Volume Differences: Cumulative with Project - Cumulative No Project
AM Peak Hour Volume (Page 2 of 3)



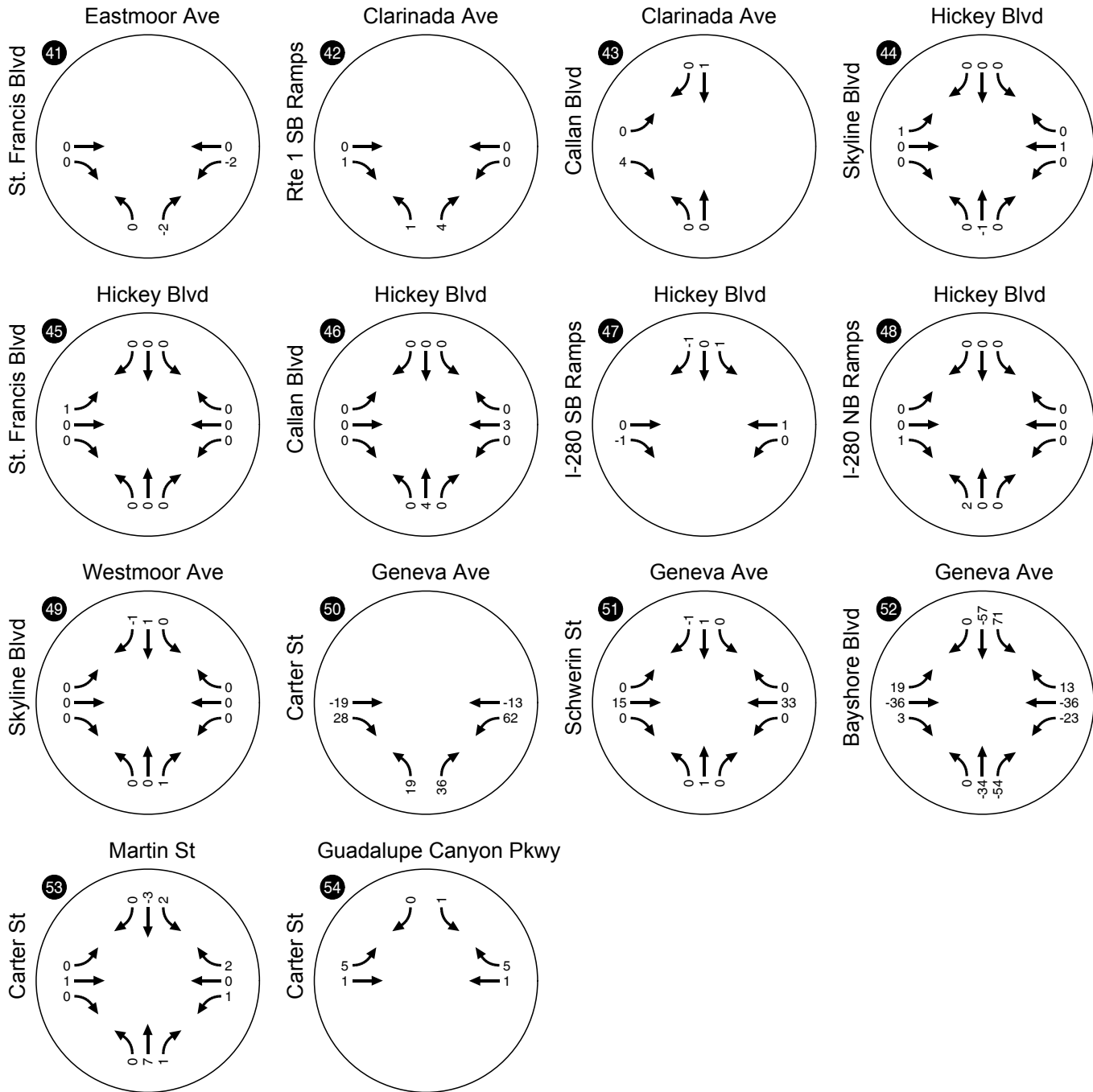
Turning Volume Differences: Cumulative with Project - Cumulative No Project
AM Peak Hour Volume (Page 3 of 3)



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)



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

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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.

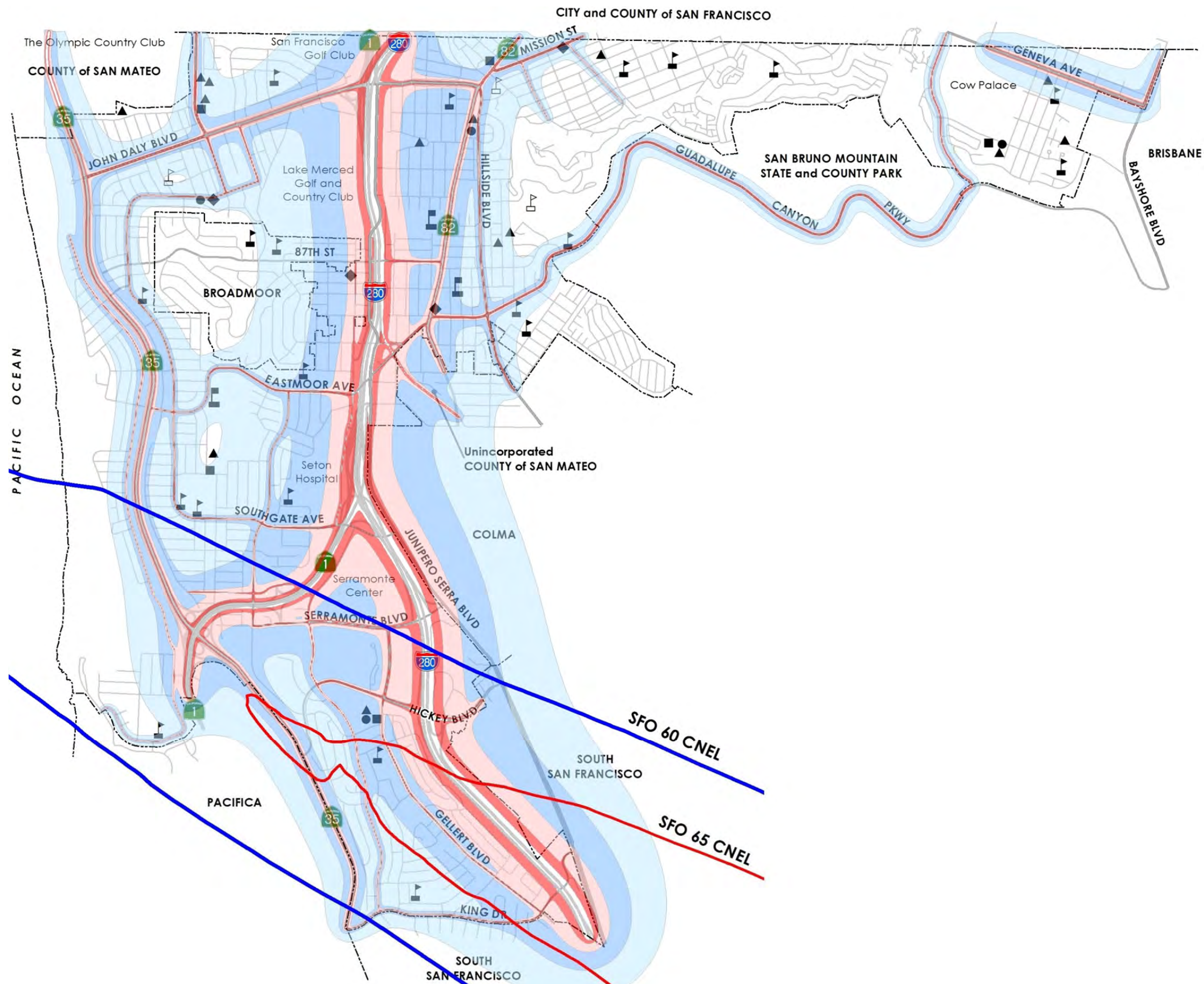
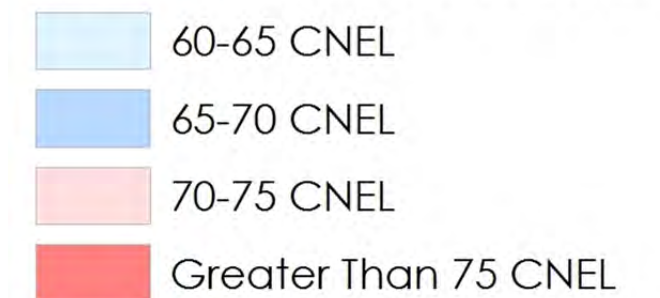


Figure NE-4
**FUTURE
NOISE LEVELS**

Traffic Noise Levels 2035

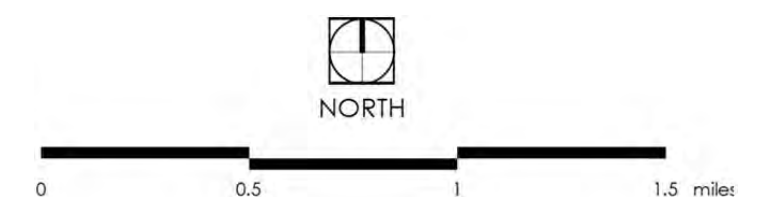


SFO Noise Levels 2020



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~~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.**

~~**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



**CARTER STREET PARCELS PROPOSED FOR REDESIGNATION
TO RESIDENTIAL LOW DENSITY (R-L)**

Page 1 of 2
May 3, 2012

Dolores Marozine
816 Gellert Blvd.
Daly City, CA 94015



Jeannie Naughton
Associate Planner
Daly City Planning Dept.
333-90th Street
Daly City, CA 94015

Dear Ms. Naughton,
Per attached flyer, please do not let developers,
home builders, put homes on the San Bruno
mountain. This is the only open space we have
in Daly City.

Do not let this happen as these dunes and
their unique ecosystem should be preserved for
the future generations to come. Building homes on
this mountain would only destroy our only open
space we have for the few remaining natural
treasures and home to rare and endangered
species.

Thank you.

Sincerely,

Dolores Marozine
attachments 1-

cc: Sal Torris
Mayor
Daly City City Council
333 - 90th Street
Daly City, CA 94015

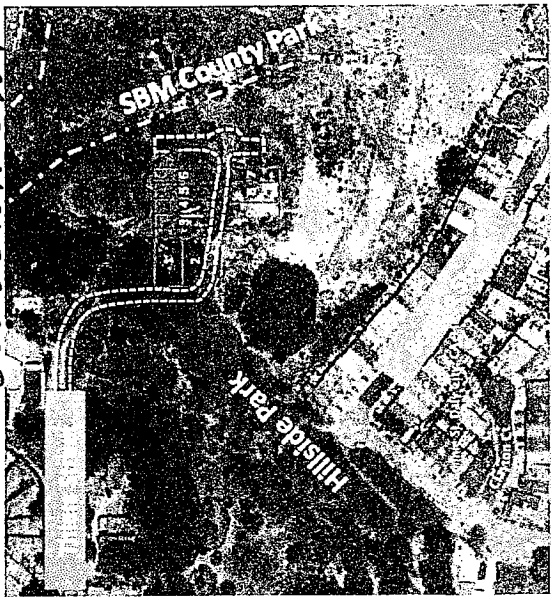
cc: Carol Klatt
Councilmember
Daly City City Council
333 - 90th Street
Daly City, CA 94015

cc: Raymond Buenaventura
Councilmember
Daly City City Council
333 - 90th Street
Daly City, CA 94015

cc: Michael Guingona
Councilmember
Daly City City Council
333 - 90th Street
Daly City, CA 94015

cc: David Canepa
Councilmember
Daly City City Council
333 - 90th Street
Daly City, CA 94015

Attachment 1



These dunes, between Hillside Park and San Bruno Mountain County Park, are home to a *rare, diverse and healthy dune plant community*, which includes the federally endangered San Francisco Lessingia and the rare San Francisco Spineflower.



San Francisco Lessingia



Mission: To preserve and expand the native ecosystems of San Bruno Mountain, in perpetuity

San Bruno Mountain Watch
44 Visitacion Ave, Suite 206
Brisbane, CA 94005

www.mountainwatch.org

Ken McIntire, Executive Director
sanbruno@mountainwatch.org
415-467-6631

Protect Precious Open Space!



This land in Daly City Dunes on the western end of San Bruno Mountain is **currently proposed for development**. The owners of two parcels in the center of this special area have applied for permission to subdivide their parcels into 9 lots - for 8 homes - with the addition of a road to access the lots.

Let's not let this happen - these dunes and their unique ecosystem should be preserved for future generations!

41 Humboldt Road
Brisbane, California 94005
April 9, 2012

Patricia Martel, City Manager
Daly City City Hall
333 90th Street
Daly City, California 94005

Dear Ms. Martel,

I am writing about proposed development on the ancient sand dunes in Daly City at the northwest corner of San Bruno Mountain. I am a former resident of Daly City (Beechwood Dr., 1980-1988) who learned about San Bruno Mountain while working at 250 Radio Road, the transmitter site for KTSF, Channel 26.

It is clear that San Bruno Mountain is a magical place as each week throughout the year there is one succession of glorious plants blooming after the next. Are you familiar with the beauty, rarity, and complexity of the different ecosystems up there?

I have continued to hike and to learn about San Bruno Mountain in association with the California Native Plant Society, San Bruno Mountain Watch and other public interest environmental organizations who will gladly give you details of how unique these dunes are, particularly because they are untouched. This unique area is under threat of development; how can that be?

In any environmental review process you will need to properly identify and describe the project. I hope the applicant provides adequate, independent biotic studies (done in the right seasons) and relevant ecosystem data that reflects the rareness of this area, the numbers and distribution of rare plants and animals, and concludes the “no project” alternative as being the environmentally sound choice.

Furthermore, you need to consider whether the development could happen elsewhere. The answer is a resounding “yes.” Housing can happen almost anywhere else. Since habitat restoration attempts on San Bruno Mountain have never attempted to restore beach ecosystems, there is no other public place to relocate these rare and endangered species.

There are also issues of community acceptance. As part of the San Bruno Mountain Community, the proposed project is unacceptable. As stewards of the Public Trust, it is incumbent upon you to recognize that continuation of our species, the Greater Good, depends upon biodiversity. The proposed project would have impacts that cannot be mitigated and THAT is NOT ACCEPTABLE.

Thank you,
Dana Dillworth
Director CLEAN, Citizens' League for Environmental Action Now!

From: Yamileth Jimenez [mailto:yjimene1@mail.sfsu.edu]
Sent: Friday, April 06, 2012 1:22 AM
To: City_Manager
Subject: Save the Daly City Dunes

Hello rs. Martel

I am Yamileth Jimenez and I am an 18 year old Daly City resident. I have lived in Daly City my entire life and I can't stand to see San Bruno Dunes threatened by the new development recently planned of 8 new housing projects. San Bruno Mountain is a huge part of my childhood and what I have come to associate with Daly City. It is a beautiful, well preserved natural area full of hiking trails and native plants. Every year my old elementary school, John F. Kennedy Elementary would take the whole school on a field trip to San Bruno. Those trips really opened my eyes to the beauty and wilderness that is right under our noses. The abundant wild raspberries and variety of indigenous birds were amazing. To preserve San Bruno Mountain is to preserve Daly City history and protects many endangered plants and butterflies that call San Bruno Mountain home. Like the three different types of endangered manzanita flowers and are unique to California and the Mission Blue Butterfly and the San Bruno Elfin Butterfly. I want to be able to bring my nephew and future children to the hiking trails I trekked when I was as child and share the irreplaceable hide away that San Bruno Mountain is.

Yamileth Jimenez

Michael Van Lonkhuysen

From: MYRNASMOOT <calgirlforever@comcast.net>
Sent: Wednesday, March 28, 2012 10:58 AM
To: Jeannie Naughton
Subject: Proposed Daly City Dunes Development

I live on Mountain View in Pointe pacific. I an Strongly opposed to the building of any housing in the dunes. The San Bruno park is contiguous with that property and building houses will reduce the original nature of the Park, will create more traffic and will be built in a slide area, which endangers all of the residents of mountain view. Please do not award a bulding permit for that area. I may be contacted at 650 570 2299. Myrna Smoot 725 Mountain View #4, Daly City, CA. 94014.

Also it will interfere with the 2 schools directly in the path of this development—Hillsdale School on the corner of Theirs and Florence and Jefferson school just below the proposed construction site.

January 30, 2012

Members of the City Council
Daly City, California

Re: Daly City General Plan Update

Honorable Council Members,

My name is Jo Coffey, and I am a member of San Bruno Mountain Watch. I respectfully offer you these comments on Daly City's Administrative Draft General Plan.

The Resource Management Element, p. 199, points out that San Bruno Mountain is one of two areas in Daly City rich in biotic and biologic resources. It then refers to Appendix A for a list of rare and endangered plants and animals on San Bruno Mountain. Apparently through an oversight, Appendix A of the Resource Management Element does not include a list of San Bruno Mountain plants and animals. That will be easy enough to correct. But as you are collecting that list, I call your attention to the dunes at the western end of the mountain, just north of Hillside Park. Because that dune area is unique on the mountain, it is possible that a list of plants and animals on San Bruno Mountain from the County or from HCP operators will not include plants that exist on the dune. And the dune should be recognized as an environmentally sensitive area. It is home to a community of plants that is not found elsewhere on the mountain. One plant, San Francisco Lessingia (*Lessingia germanorum*), is on the federal Endangered Species list. This plant exists only in two places - the San Francisco Presidio, and on this dune in Daly City. US Fish and Wildlife biologists (in U.S. Fish and Wildlife Service. 2003. Recovery Plan for Coastal Plants of the Northern San Francisco Peninsula. U.S. Fish and Wildlife Service, Portland, Oregon) have ascertained that the Daly City population is genetically different from the Presidio populations, so the Daly City dune is the only place this particular plant exists. The dune hosts another plant that California Native Plant Society recognizes as rare and endangered, the San Francisco spineflower (*Chorizanthe cuspidata* var. *cuspidata*), in addition to more than 20 other native plants. I've attached a list of these plants. I ask that you include these plants in the list of San Bruno Mountain plants, and that you consider explicitly identifying the dune as an environmentally sensitive area. Though the dune is part of San Bruno Mountain, only part of it is in San Bruno Mountain State and County Park. The great majority of it is within Daly City's jurisdiction. Some of that land is owned privately, but most of it is owned by the City of Daly City.

Also, the Resource Management Element includes policies for archaeological resources. An archaeologist working on behalf of San Bruno Mountain Watch has recently identified a shellmound on the dune, and has registered it with the State of California. As you know, Senate Bill 18 from 2005 directs local governments to confer with California Native American Tribes concerning policy about archaeological sites during any General Plan revisions. Corrina Gould, a Chochenyo/Karkin Ohlone working with Indian People Organizing for Change, has written to the Daly City Planning Department about this site

in connection with the application for the development of Hillside Park Court. I call your attention to her letter. I also ask, as she did, that during the public review process, you protect this sensitive site from undue public attention that could lead to vandalism.

cc: Mike Van Lonkhuysen

Daly City Dunes - Partial Native Plant List
San Bruno Mountain Watch
January 23, 2012

information from:
 Sue Smith (CNPS), 1993
 Elizabeth McClintock, A Flora of the San Bruno Mountains, 1990
 SBMW: Joe Cannon

scientific name	common name		family	
<i>Achillea millefolium</i>	common yarrow	perennial	Asteraceae	
<i>Acaena pinnatifida</i> var. <i>californica</i>	California acaena	perennial	Rosaceae	<i>Acaena californica</i>
<i>Baccharis pilularis</i>	coyote brush	perennial	Asteraceae	
<i>Bromus carinatus</i>	California brome	annual	Poaceae	
<i>Camissonia micrantha</i>	miniature suncup	annual	Onagraceae	
<i>Camissonia strigulosa</i>	sandysoil suncup	annual	Onagraceae	
<i>Cardionema ramosissimum</i>	sandmat	perennial	Caryophyllaceae	
<i>Clarkia davyi</i>	Davy's clarkia	annual	Onagraceae	
<i>Clarkia rubicunda</i>	clarkia	annual	Onagraceae	
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i>	San Francisco spineflower	annual	Polygonaceae	endangered 1B.2
<i>Conyza canadensis</i>	horseweed	annual	Asteraceae	<i>Erigeron canadensis</i>
<i>Cryptantha leiocarpa</i>	coast cryptantha	annual	Boraginaceae	
<i>Ericameria ericoides</i>	California goldenbush	shrub	Asteraceae	
<i>Eriogonum latifolium</i>	coast buckwheat	perennial	Polygonaceae	
<i>Eschscholzia californica</i>	California poppy	annual, perennial	Papaveraceae	
<i>Lessingia germanorum</i>	San Francisco lessingia	annual	Asteraceae	endangered 1B.1
<i>Lotus scoparius</i>	common deerweed	perennial	Fabaceae	<i>Acmispon glaber</i>
<i>Lupinus arboreus</i>	coastal bush lupine	shrub	Fabaceae	
<i>Lupinus bicolor</i>	annual lupine	annual, perennial	Fabaceae	
<i>Lupinus chamissonis</i>	chamisso bush lupine	shrub	Fabaceae	
<i>Marah fabaceus</i>	coast wild cucumber	perennial	Cucurbitaceae	
<i>Oenothera elata</i> ssp. <i>hookeri</i>	Hooker's evening primrose	perennial	Onagraceae	
<i>Phacelia californica</i>	California phacelia	perennial	Hydrophyllaceae	
<i>Phacelia distans</i>	common phacelia	annual	Hydrophyllaceae	
<i>Polygonum paronychia</i>	dune knotweed	perennial	Polygonaceae	
<i>Pseudognaphalium ramosissimum</i>	pink everlasting	biennial	Asteraceae	<i>Gnaphalium ramosissimum</i>
<i>Pteridium aquilinum</i>	western brackenfern	fern	Dennstaedtiaceae	
<i>Solidago spathulata</i>	goldenrod	perennial	Asteraceae	
<i>Rubus ursinus</i>	California blackberry	vine, shrub	Rosaceae	
<i>Salix lasiolepis</i>	arroyo willow	tree, shrub	Salicaceae	

Top Invasives (in decreasing order of threat): fox-tail fescue (*Vulpia myuros*); ripgut brome (*Bromus diandrus*); iceplant (*Carpobrotus edulis*); Bermuda buttercup (*Oxalis pes-caprae*); hairy catsear (*Hypochaeris radicata*); smooth catsear (*Hypochaeris glabra*); redstemmed filaree (*Erodium cicutarium*); wild oat (*Avena fatua*); rabbitsfoot grass (*Polypogon monspeliensis*); bur clover (*Medicago polymorpha*); sweet alyssum (*Lobularia maritima*)

Michael Van Lonkhuysen

From: Rich Brugger <richbrugger@hotmail.com>
Sent: Friday, January 27, 2012 1:58 PM
To: Michael Van Lonkhuysen
Subject: Daly City General Plan

January 27, 2012

Attn: Michael VanLonkhuysen
(email: mvanlonkhuysen@dalycity.org)
City of Daly City
Department of Economic and Community Development
Planning Division
333 90th Street
Daly City, CA 94015

Subject: Comments on Administrative Draft of Daly City 2030: A Plan for the Future

Dear Mr. VanLonkhuysen,

First I'd like to thank the City staff for the time and effort it took to develop this detailed plan.

There were some community outreach sessions requesting input from residents. However the three main sessions that took place at the War Memorial Building were four years ago. Is it possible to delay the vote on this plan and hold more study sessions?

I have been to several meetings over the past two weeks discussing the General Plan with residents. The following are some suggestion I hope you will consider before the final vote is taken on this issue:

Unbundled parking in residential dwellings makes units more affordable for those who do not drive and prefer not to own a car, or for those that own one car. This provides a real incentive for residents to consider alternative modes of transportation would reduce traffic and reduce our carbon footprint.

The Daly City Dunes area is a very sensitive habitat for several rare animals and plants, including the endangered San Francisco Lessingia. It's my understanding that a developer has already submitted some paperwork to build eight large homes in this area. This development will include some new road work that will surly encourage further growth of this sensitive area. I'm asking that the city consider not allowing development in this area.

Small businesses all over our country are suffering. I would ask the city to not allow any requirements (i.e. minimum size) in this General Plan that would have a negative effect on our small businesses in Daly City.

It's indicated in this plan that I believe three school sites have been identified to be closed or are already closed and that these sites can be developed. I have attended several meetings regarding the development of the Christopher Columbus School site, which I strongly oppose for several reasons. This school is old and the buildings contain asbestos. At the meetings I attended with the developers, school board and city officials all agreed that there is no way they can contain 100% of the asbestos if these buildings are demolished. This will send asbestos in the air and surly have an effect on residents. Do the other the other sites have buildings with asbestos? I would ask that these sites not be demolished and that the city rent out the current buildings. This is being done successfully at other school sites including Christopher Columbus.

Thank you for considering my comments/ suggestions on the General Plan. I hope they will be seriously considered.

Richard Brugger

Commander, VFW Post 8750 Daly City
President, COHRA (Council of Homeowners and Resident Associations)
President, Cypress Point Homeowners Association

Member of the Daly City Cool Cities Team
Member of the Veterans Employment Committee
Member of the Veterans Administration Volunteer Services
Member of the Avenue of the Flags Committee
Member of the Marine Corps League



Loma Prieta Chapter serving San Mateo, Santa Clara & San Benito Counties

January 23, 2012

Attn: Michael VanLonkhuysen
City of Daly City
Department of Economic and Community Development
Planning Division
333 90th Street
Daly City, CA 94015

Re: Comments on Administrative Draft of Daly City 2030: A Plan for the Future

Dear Mr. VanLonkhuysen,

The Sierra Club Loma Prieta Chapter greatly appreciates the opportunity to comment on the December 2011 Administrative Draft of the Daly City 2030 General Plan. We thank the City staff for promoting environmentally sustainable development for current and future residents. We particularly commend the following:

- The commitment to walkable, mixed-use neighborhoods and higher-density, mixed-use infill development along Mission Street, Geneva Avenue, and along transit corridors (Policies LU-1 through 4, HE-2 and 3).
- The emphasis on affordability in the provision of a variety of housing choices (Policies HE-5, 9 through 13, 19, and 22).
- The commitment to greenhouse gas reduction to 1990 levels (Policy HE-27), energy (Policies HE-23 and 28) and water conservation (Policies HE-23 and RME-1 through 4), green building standards (Policy HE-24), and street trees (Policy HE-25).

We respectfully submit the following recommendations we believe will strengthen the General Plan and help Daly City “flourish as a vibrant place where residents enjoy a healthy and satisfying quality of life and where businesses prosper.”¹

Parking

The current Zoning Ordinance permits a reduction in the required parking allotments for developments that are exclusively for low-income households,² and acknowledges that “parking requirements could constrain the development of new and/or affordable housing.”³ In addition to the parking demand management strategies of Tasks HE-3.3 through 3.6 and CE-10.2 through 10.5, the General Plan should include language which promotes unbundling residential parking allotments from housing which promotes transportation choices other than driving.

¹ Daly City 2030: A Plan for the Future, Administrative Draft December 2011, page i.

² Daly City 2030, 88.

³ Daly City 2030, 89.

Unbundled parking in residential dwellings automatically makes units more affordable for those who do not drive and prefer not to own a car, or prefer not to own more than one car. This provides a real incentive for residents to consider alternative modes of transportation by reflecting the true cost of parking. People often self select to live near transit because they prefer to use alternative modes of transportation. Unbundled parking has been shown to reduce car ownership and use, and increase the use of transit, walking and bicycling.⁴

The General Plan should allow lower parking requirements as an incentive for residential developments that offer unbundled parking to attract buyers who are non-drivers, or only own one car (often young professionals, empty nesters, and seniors).

Similarly, the General Plan should allow lower parking requirements for commercial buildings that offer parking cash out programs to employees. Parking cash out programs reduce parking needs by incentivizing an average of 25% of employees to carpool and take transit instead of driving alone to work.⁵ The effect of “free” parking on commute mode share is illustrated in Figure 1 with data from a 1986 transportation survey of 5,060 employees in downtown Los Angeles.

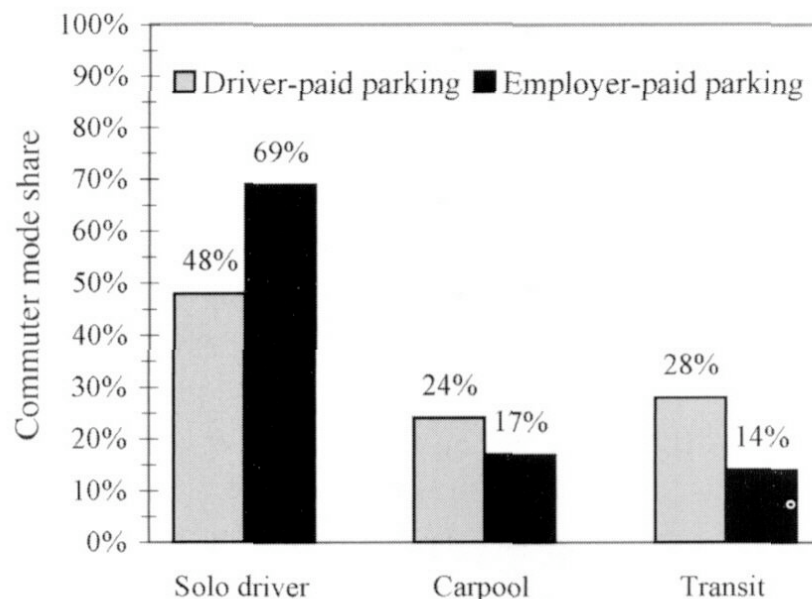


Figure 1. Effect of “Free” Parking on Commute Mode Share in Downtown Los Angeles in 1986
Source: Shoup and Marshall, *Parking Cash Out*. [Planning Advisory Service Report 532](#) (Mar 2005).

Traffic

Despite the plan’s repeated references to a “balanced transportation system,” it is likely that some will interpret Policy CE-1 “... ensure that the City’s existing roadway network is relatively free flowing during peak traffic hours”⁶ as a commitment that the City will add automobile capacity to eliminate all congestion. Level of Service requirements, such as in Task CE-1.6, promote automotive

⁴ Broaddus, A. 2010. Tale of Two Ecosuburbs in Freiburg, Germany Encouraging Transit and Bicycle Use by Restricting Parking Provision. *Transportation Research Record*. 114-122.

⁵ [Shoup, Donald C](#); [Marshall, Jonathan](#). *Parking Cash Out*. [Planning Advisory Service Report 532](#) (Mar 2005).

⁶ *Daly City 2030*, 160.

transportation at the expense of more sustainable alternatives. Even if Daly City had the funding and space to add lanes, adding road capacity generally increases traffic and, eventually, congestion.

We recommend that policy CE-1 include language to further reinforce Daly City's commitment to multi-modal transportation options, such as:

To make the best use of existing rights-of-way for moving people and goods, the City must allocate street space carefully among competing uses to further the City's growth management and transportation goals (to) promote safe and convenient access and travel for all users — pedestrians, bicyclists, transit riders, and people of all abilities and ages, as well as freight and motor vehicle drivers.⁷

It may be helpful to review Sunnyvale's Draft Horizon 2035 General Plan, namely Policy 26 in the draft Land Use and Transportation Chapter⁸: "Use multi-modal measures of effectiveness to assess the transportation system in order to minimize the adverse effect of congestion."

Daly City Dunes Preservation

As the public speakers articulated in the Planning Commission session last Wednesday, this remaining remnant of historic dunes is sensitive habitat for several rare animals and plants, including the endangered San Francisco Lessingia. The Sierra Club wholeheartedly agrees with the desire expressed by city residents and San Bruno Mountain Watch to protect and preserve this natural and cultural resource.

Thank you for considering our comments and suggestions on this Administrative Draft General Plan, we look forward to your response and to working with you again in the future.

Respectfully Submitted,

Megan Fluke
Conservation Program Manager
Sierra Club Loma Prieta Chapter

⁷ City of Seattle, Comprehensive Plan Toward a Sustainable Seattle: A Plan for Managing Growth 2004 – 2024, page 3.4.

⁸ Horizon 2035 Sunnyvale General Plan Land Use and Transportation Element Draft 2011, page 19

Michael Van Lonkhuysen

From: suecossins <suecossins@earthlink.net>
Sent: Friday, January 20, 2012 10:31 AM
To: Michael Van Lonkhuysen
Subject: Protect Daly City Dunes

Dear Mr. VanLonkhuysen,

As a member of San Bruno Mountain Watch, I urge you to preserve and protect the Daly City Dunes.

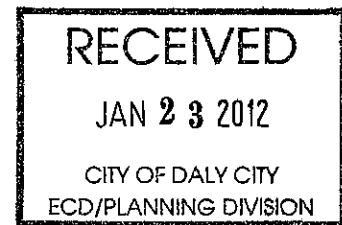
- Rezone the dunes as open space;
- The listing of the area as infill seems incorrect (area 10 on the General Plan map) since there is no infrastructure there and it is adjacent to San Bruno Mountain State and County Park and the San Bruno Mountain Habitat Conservation Plan area;
- This area is ***an extremely rare and endangered ecosystem*** worthy of saving for future generations;
- The construction of large homes on the site would not only be noisy, disruptive, and increase traffic - ***it would be an environmental tragedy.***

Thank you,

Sue Cossins
459 Marin Drive
Burlingame, CA 94010

Mrs. U. Deutsch
178 Westdale Avenue
Daly City, CA 94015-1024
January 19, 2012

Mr. Michael VanLonkhuysen
Daly City Planning Commission
333 90th Street
Daly City, CA 94015-1895



Good Evening, Mr: VanLonkhuysen:

I acknowledge receipt of your letter of the 6th of this month in regard to the new ideas of the Daly City Planning Commission. I appreciated some more information from you on the phone. I understand that your plan is rather long, 259 pages, accessible at libraries. I have called some homeowners in various sections of Westlake – Westlake has 51 sections. All of the homeowners said that they had not received your letter. As far as building a second unit, none of these homeowners was interested, as they have been living here for many years. One lady said she would just throw out whoever would want to disturb her living conditions.

Most of us in this area have already built on – and parking is no problem. Section 1 of Westlake has mostly split level homes, we have two garage spaces in the house, two in front in the driveway, and one in front of the house, which is public street parking and cannot be controlled by the City. The other homes have an extended garage space, which, in many instances is superfluous. I know of a house on Westmoor. The elderly parents wanted their son to live in the upstairs unit, they built for themselves a bedroom, living room, kitchen and bathroom in half of the garage. And lived happily thereafter. They had left 2 parking spaces in the garage, two in the drive way and one in front of the house. The City planners were not satisfied, what amazed everybody, they demanded that the owners take part of the front lawn out, which disturbed the symmetry of the whole street appearance. Westlake is very different from any other area in Daly City.

I understand that you live in Pacifica, not in Daly City. Does Pacifica have such new rules? I doubt that you call them laws. I understand that Mrs. Denise Kelly also is on the Planning Commission. She lives in Section No. 3 of Westlake. As I remember, sporadically she worked for the WSIA, but it is not known to me whether she has construction knowledge.

Years ago Daly City issued the building permits, but demanded of the Westlakers that they, in every case, address the WSIA Board to accept or deny a permit which the City had granted. When I found out about this discrimination, I went to the City and the rule was being changed. It amounted, indeed, to discrimination and unfair treatment of Westlakers. For instance on Southgate homeowners were denied a window in their bathroom and could not put stucco on the outside of their house. The neighbor had denied it, and Mr. Wade, then the WSIA president, demanded the change of plans. We always felt that the WSIA Board members had no qualifications and not enough consideration, as not to use another much stronger word. To my knowledge,

Maybe you know the whole WESTLAKE STORY. Neither one of us, when we bought, was being informed about the existence of the WSIA, which purpose was discrimination against everybody not White Caucasian. Under the rule of the Attorney Hartly R. Appleton it had developed into a dictatorship, which we finally broke. In 1948 the City of Daly City annexed Westlake for the purpose of collecting taxes, but then, for about 50 years, Westlake again was being ignored. I can write a whole book about it. Mrs. Kelly helped collecting notarized signatures in her own section. Mr. Appleton wanted to involve himself in everything concerning the homeowners, for a fee, of course, and with lawsuits. And finally, shortly before he passed away, he signed our petitions, and the WSIA hired other lawyers who even wanted to make the CC&R's stricter.

We had to obtain 50% of notarized signatures in each section, and of the 6,500 homes we signed out 87 %. That was enough to get those out too who had not as yet signed, the WSIA could not function anymore. Where, during all those years, was the WSIA money spent?? Part of it, I was being told, was being used by board members to get on the City Council. Likewise, we were being told, that Mr. John Martin accepted money. He now is getting a pension, paid for by us Daly City citizens. And where did the money go that was still in the WSIA board members' hands and even in the banks when it folded?

I really do not know how and why really you want to involve yourselves in the lives of the present Daly City citizens, and how you – of this generation- could even plan for the needs of the future residents? Currently life is difficult for all of us, politically and economically. We have read that many young people are still living with their parents, and the parents have to provide for them, space included.

My suggestion would be: Stop the Horses!! We, the owners of these well-built homes, are paying the bills and take care of the upkeep, are mature enough to continue to take care of our investments. Many of us have done it for fifty years. Besides, you have to remember that the present owners of these homes have come from many different corners of the world and have a different lifestyle. If we are able to, we would improve our own lifestyle, not that should be your obligation or right. And the future owners will likewise take care of themselves and their house and their investment..

I do know a lot about Westlake, I do not claim to speak for other parts of Daly City.

And with you, living outside of Daly City – as so many Daly City employees do, I was being told, how much do you know about Daly City? Where do the other members of your Commission live? Miss Matel lives in San Francisco.

And do not forget what in the matter of planning uneducated people have done to the Westlake Shopping Center. Mrs. Gomez was on the Planning Commission, and then Mrs. Klatt put her on again while Mrs. Gomez was waiting to be sent to prison. I still have to meet a single person who agrees to the monstrous construction, where women cannot even safely go into the parking garage. Business owners agree with us.

You lost the "INSPECTION" at the point of Escrow – in this case tread very carefully now with your new plans. We suspect your ideas are just another way of collecting money from us, now that the City also is losing the Imminent Domain payments.

Sincerely, Mrs. Deutsch

Mrs. U. Deutsch

-3-

January 17, 2012

We have seen the Daly City salary schedule, and my suggestion would be, just lower the salaries of the employees. They are higher than in other cities, even higher than the salary for the mayor of New York, and higher than that of judges..

There is so much more to say , especially as we Westlakers fought the battle for Freedom once, and we won in Superior Court.

Thank you for listening.

I am wishing all of you the best for this New Year.

copies

**STATEMENT OF FACTS SUPPORTING FINDINGS AND
STATEMENT OF OVERRIDING CONSIDERATIONS FOR
GENERAL PLAN ENVIRONMENTAL IMPACT REPORT**

City Project Numbers: CEQA-2-13-6789 - State Clearinghouse Number: 2012032024

I. PROJECT DESCRIPTION

The General Plan governs all City actions relating to Daly City's growth and development. It is both a long-range vision and a guide to ongoing decision-making and near-term actions. It expresses the general ideas and desires of the community, describing a sense of what is most important to the City's residents and how the community will focus its efforts in addressing change during the coming decades. The defined policies, maps, tasks, and programs outline what actions must be implemented in order to accommodate population and employment growth over an approximate 20-year time period. Policies in each chapter are statements of vision and intent, and commitment to City action.

The proposed General Plan is intended to respond directly to changes experienced in Daly City since the adoption of the current General Plan elements, which the City adopted between the years 1987 and 1994. New policies are introduced to respond to the City's changing demographic environment, land use demands, and the City's vision for its future development, as well as State and federal laws. Proposed General Plan policies respond to key ideas from the community that were identified and developed as a part of Envision Daly City, a public input effort initiated by the City at the outset of the General Plan update process. The proposed General Plan focuses on the direction of future growth, the revitalization opportunities in the city, the provision of different housing options, and improving the quality of life for residents. It also addresses environmental resource conservation and the health and safety needs of residents. Lastly, it responds to resident preferences about where different land uses, such as shopping, public services, parks and recreation, housing, and other resources, should be located and how best the City could achieve the Plan's goals.

The project analyzed in the 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.

II. DRAFT EIR (DEIR)

In accordance with the California Environmental Quality Act (CEQA), the City issued a Notice of Completion for a Draft Environmental Impact Report (DEIR) prepared to evaluate the environmental impacts that could result from the General Plan's implementation. The DEIR was submitted to the State Clearinghouse for public dissemination on October 10, 2012, and circulated for public comment for at least 45 days (from October 10, 2012 to November 26, 2012) in accordance with the requirements of CEQA, including holding a meeting before the Planning Commission on November 7, 2012 for the purpose of receiving oral comments, and the acceptance of written comments for the required statutory period.

II. FINAL EIR (FEIR)

The City has prepared a Final Environmental Impact Report, incorporating the comments and responses to comments and EIR, in accordance with the requirements of CEQA. The entirety of the environmental documentation will heretofore be referred to as the EIR. The Final EIR consists of the Draft EIR and the Response to Comments Document.

III. THE RECORD

The record, upon which all Findings and determinations related to the approval of the Project are based, includes the following:

- The EIR and all documents referenced in or relied upon by the EIR.
- All testimony, documentary evidence and all correspondence submitted to or delivered to the City of Daly City in connection with the project.
- All staff reports, memoranda, maps, slides, letters, minutes of public meetings and other documents relied upon or prepared by City staff or consultants relating to this project.
- These Findings and the Statement of Overriding Considerations adopted in connection with this project.
- All other documents composing the record pursuant to Public Resources Code section 21167.6(e).

IV. CUSTODIAN OF DOCUMENTS

The custodian of the documents and other materials that constitute the record of the proceedings upon which the City's decisions are based is the City of Daly City Planning Division. Such documents and other material are located at City of Daly City, Planning Division, 333 90th Street, Daly City, CA 94015.

V. FINDINGS AND STATEMENT OF FACTS SUPPORTING THE FINDINGS

Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 and 15093, no public agency, acting as a lead agency, shall approve a project for which a certified EIR identifies one or more significant environmental effects unless the agency makes findings regarding each effect. These findings can show that significant environmental effects can be avoided or substantially lessened by changes required in or incorporated into the project or by changes that are within the responsibility or jurisdiction of another public agency and that can or should be adopted.

The Daly City City Council voted to select the environmental superior alternative presented in Chapter 4 of the Draft EIR, thereby, reducing the impacts of the Project (adoption of an updated General Plan) as originally proposed. However, as described in the Final EIR, this alternative would not affect the conclusion drawn regarding the significance of the impacts identified or the City's ability to mitigate those effects as presented in the Final EIR. The Daly City Council hereby declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate the potential impacts resulting from the new General Plan.

In addition, findings are required if specific economic, legal, social, technological or other benefits of a proposed project outweigh the unavoidable adverse environmental effects. In such a situation, the adverse environmental effects may be considered "acceptable" and the project approved.

A. Findings Regarding Significant and Unavoidable Impacts from the Project

The significant and unavoidable impacts of the projects as determined by the City are listed below. Also, the findings and facts supporting the findings in connection therewith are listed.

Traffic and Circulation

a. Impact 3.3-12.1 Future development under the proposed General Plan, along with regional population and employment growth, will result in an increase in traffic and cause intersection LOS standards established by the proposed General Plan to be exceeded. Specifically, the proposed General Plan establishes a minimum of LOS D be maintained during both the AM and PM peak hours.

Mitigation Measures

There are no feasible mitigation measures that would reduce or eliminate the significant impacts to local and regional roads in the Study Area. Five intersections are identified as operating at LOS E or F at General Plan buildout, which are as follows:

- John Daly Boulevard/Mission Street/Hillside Boulevard (#8) will be operating at LOS F in the AM and PM and Junipero Serra Boulevard/Washington Street (#21) will be operating at LOS F in the PM. Improvements to bring LOS back to D will require land acquisition for right-of-way expansion and construction of roadway improvements, which, given existing development, would be infeasible, resulting in a significant and unavoidable impact.
- Mission Street/East Market Street/San Pedro Road (#14) will be operating at LOS E in the AM and PM. Improvements to bring LOS back to D will require land acquisition, which, given existing development, would be infeasible, resulting in a significant and unavoidable impact.
- John Daly Boulevard/Junipero Serra Boulevard (#5) in the PM will be operating at LOS F. While the intersection is already operating at LOS E and the proposed General Plan contributes minimal trips in the PM, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D, such as land acquisition, is infeasible, resulting in a significant and unavoidable impact.
- Hickey Boulevard/Skyline Boulevard (#44) in the PM will be operating at LOS E with improvements. While the intersection is already operating at LOS F and the proposed General Plan results in a better LOS, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D, such as land acquisition, is infeasible, resulting in a significant and unavoidable impact.
- Geneva Avenue/Bayshore Boulevard (#52) in the PM will be operating at LOS E with improvements. While the proposed General Plan results in a better LOS compared to the No Project scenario, it will be operating at a LOS that exceeds the proposed General Plan LOS standard of D. So while the project's contribution to the cumulatively significant impact is less than considerable, the improvements required to bring it to LOS D, such as land acquisition, is infeasible, resulting in a significant and unavoidable impact.

For local roads, in development of the proposed Roadway Improvements Diagram (Figure 3.12-5 in the DEIR), every segment projected to operate below LOS D at buildout was examined individually to determine whether an improvement would be feasible. Where improvements were feasible, they have been incorporated into the proposed General Plan, and the roadways are no longer shown to operate below LOS D at buildout. However, in some locations, widening roadways to accommodate traffic projections would conflict with competing General Plan policies to provide a balanced transportation system. Intersections and roadways along these segments will likely experience delays during peak

periods. Other intersections not on these corridors may also experience moments of delays during peak commute periods. The proposed General Plan acknowledges some vehicular congestion in exchange for balanced improvement projects cognizant of all travel modes; however, the impact is considered significant and unavoidable relative to the defined threshold.

Policies

The General Plan includes several policies that will reduce the impact of new traffic generated by buildout of the proposed General Plan, while fostering cooperation and collaboration between jurisdictional partner agencies in order to plan, finance, and construct improvements outside the City's purview. These are included below:

Policy CE-1: Use the City's traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City's existing roadway network is relatively free flowing during peak traffic periods.

Task CE-1.2: Regularly monitor traffic at intersections to identify timing of improvements by analyzing intersections currently operating at LOS C or worst on a regular basis. It is recommended that intersection counts are collected every five years on a typical mid-week day at these locations and analyzed per Daly City's Local Thresholds of Significance Guidelines to determine if and when improvements are needed. Unsignalized intersections should also be analyzed using the most current California Manual on Uniform Traffic Control Devices (California MUTCD) to determine if and when a traffic signal is warranted. Monitoring of intersections currently operating at LOS C or worse would continue through 2035, or until an improvement is warranted and implemented, whichever comes first.

Proposed General Plan policies listed under Impact 3.12-1, which support public transit, bicycle, or pedestrian facilities within the City also help reduce traffic impacts.

Findings

The City finds widening all local and regional roadways to achieve a specific LOS is unfeasible and unavoidable, to wit:

1. The existing traffic levels at impacted City intersections have been significantly degrading by existing vehicular trips and vehicular trips associated with a regional traffic, i.e., traffic trips originating outside Daly City. This assertion is documented by the Citywide Traffic Model prepared by the City.
2. The entirety of costs associated with expanding intersection capacity cannot be reasonably allocated to new development, nor is there is a legal nexus to do so. In each of the intersections affected, these costs could include right-of-way acquisition, roadway construction, potential impacts to private properties and land uses associated with roadway expansion, and the implementation of environmental mitigation measures. Furthermore, there exists no known City revenue source to provide the pro rata contribution for intersection improvements that would be allocated to the City's existing population.
3. The policies of the General Plan are designed to balance improvement projects such that access to other travel modes, including bicycles, pedestrian, and transit, is improved. Widening all City roadways to achieve vehicular LOS D could dissuade use of alternative transportation modes by promoting vehicular service above all other modes of travel.

4. Further improvements beyond those identified in the General Plan Circulation Diagram would be economically or technically infeasible, and would conflict with City policies that promote “Complete Street” concepts.
5. In considering how to spend increasingly limited public resources, the City would be better served by allocated monies to enhance the existing roadway network to more safely accommodate a wider mode of transit, including the expansion of bicycle and pedestrian facilities as outlined in the City’s adopted Bicycle and Pedestrian Master Plan (2013). This is a requirement by the California Complete Streets Act and outlined in the Circulation Element Complete Streets Policy CE-20.
6. Similarly, the General Plan provides extensive policies promoting more intensive mixed-use development in the proximity of Mission Street, Geneva Avenue, and Colma BART station. The reality that this development type is feasible in Daly City is exhibited in the significant projects that have been constructed in the Mission Street and Geneva Avenue corridors in the past several decades. Almost all are mixed-use in nature and those with residential components exceed 50 dwelling units per acre. The City anticipates the continued expansion of this development typology and the associated diminished traffic impacts associated with more intensive development near transit.
7. Furthermore, in the City’s fulfillment of the Regional Housing Need Allocation (RHNA) for the 2009-2014 RHNA cycle, the General Plan provides a number of significant Housing Element policies which direct changes to the Daly City Zoning Ordinance and Zoning Map. The City anticipates that these changes will foster affordable housing development in Daly City, which, as is the case in much of the San Francisco Bay Area, has a demonstrated deficiency of such. More specifically, the Housing Element in combination with the Land Use Element, provides a regulatory framework for allowing the development of more affordable, higher-density, mixed-use development in Daly City, development attributes which are known to the City to generate fewer traffic trips.

These same findings are expressed in the City’s adopted Statement of Overriding Considerations pertaining to the significant and unavoidable Traffic and Circulation impacts identified in the General Plan Environmental Impact Report.

Noise

- b. Impact 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.

Mitigation Measures

Given the uncertainty as to whether future noise impacts could be adequately mitigated for all individual projects, potential impacts related to substantial permanent increases in ambient noise related to traffic, railroads, and stationary sources are considered significant and unavoidable.

Policies

The following proposed policies would reduce Noise Impact 3.10-1:

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 Leq 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, Leq.

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.

Findings

Given the uncertainty as to whether future noise impacts could be adequately mitigated for all individual projects, the City finds that potential impacts related to substantial permanent increases in ambient noise related to traffic, railroads, and stationary sources are considered significant and unavoidable, to wit:

1. Existing noise levels are a primary contributor to the overall noise in Daly City. This assertion is documented by existing community noise level data documented in the Noise Element.
2. The City finds that additional vehicles traveling along local roadways outweigh potential impacts on existing and future land use resulting from noise. The actual level of impact will depend on the presence and location of existing or proposed land uses or barriers in relation to the noise source.
3. The entirety of costs associated with mitigating existing noise cannot be reasonably allocated to new development, nor is there is any legal nexus to do so. In the case of sensitive noise receptors affected, these costs could include wall construction, increased construction setbacks, and building regulations that could render projects infeasible. Furthermore, there exists no known City revenue source to provide the pro rata contribution for intersection improvements that would be allocated to the City's existing population.
4. Where feasible, the Planning Commission and City Council will ensure that appropriate noise mitigation measures are incorporated in the design of individual projects (with project-specific data) that will, if possible, mitigate potential noise impacts to a less-than-significant level. The City will continue to implement the General Plan noise standard and Daly City Municipal Code regulations pertaining to noise.

These same findings are expressed in the City’s adopted Statement of Overriding Considerations pertaining to the significant and unavoidable Noise impacts identified in the General Plan Environmental Impact Report.

B. Findings Regarding Impacts Reduced to a Less Than Significant Level

As authorized by California Public Resources Code Section 21081 and Sections 15091, 15092 and 15093 of Title 14 of the California Code of Regulations, the City finds that changes or alterations have been required in, or incorporated into, the Project, which mitigate or avoid certain significant environmental impacts.

Policies have been included in the General Plan to avoid or reduce to a level of insignificance those impacts that can be avoided or reduced. Based upon the Final EIR and the entire record before this City, the City finds that the proposed General Plan policies are feasible and hereby incorporated into the proposed General Plan. The mitigation measures will reduce these impacts to a less than significant level.

C. Findings Regarding Significant and Irreversible Changes

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” (CEQA Guidelines Section 15126.2(c)). “Nonrenewable resource” refers to the physical features of the natural environment, for example land and waterways. Irretrievable commitments of non-renewable resources associated with the proposed Daly City General Plan include:

Energy Sources

New development under the proposed General Plan would result in the commitment of existing and planned sources of energy, which would be necessary for the construction and daily use of new buildings and for transportation. Both residential and non-residential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of non-renewable energy resources. This represents an irreversible environmental change. However, energy-reduction efforts in construction and site planning may lower the rate of increase.

Construction-Related Impacts

Irreversible environmental changes could also occur during the course of constructing development projects made possible by the proposed General Plan. New construction would result in the consumption of building materials, natural gas, electricity, water, and petroleum products. Construction equipment running on fossil fuels would be needed for excavation and the shipping of building materials. Due to the non-renewable or slowly renewable nature of these resources, this represents an irreversible commitment of resources.

D. Findings Regarding Growth Inducing Impacts

The EIR must examine the potential growth-inducing impacts of the proposed General Plan. More specifically, CEQA Guidelines require that the EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly” (CEQA Guidelines Section 15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

Projected Growth in Population

According to Census 2010, the population of the City of Daly City was 101,123, comprising 14.1 percent of San Mateo County's total population of 718,451 (Census 2010). Under the proposed General Plan, Daly City will accommodate approximately 106,388 people at buildout, an increase of approximately 5.2 percent over the 2010 population. This represents an average annual growth rate of 0.3 percent.

The Department of Finance estimates that San Mateo County population will increase by 58,411 (using Census 2010 as the baseline population) in 2030, resulting in an increase of 8.1 percent. This represents an average annual growth rate of 0.4 percent. Under the proposed General Plan, the growth rate in Daly City will be fairly consistent with the projected growth trend for San Mateo County. Additionally, compared to the existing General Plan, the proposed General Plan would result in 1,129 more residents. This increase in population attributable to the proposed General Plan would represent approximately two percent of the total projected new population of San Mateo County. Thus, the growth is only a small fraction of anticipated regional growth.

Projected Growth in Housing

The existing number of housing units in Daly City is 31,778. The proposed General Plan will result in 33,935 housing units at buildout, resulting in an increase of 6.8 percent. Compared to the existing General Plan, the proposed General Plan would result in 360 more housing units.

Projected Growth in Employment

The existing number of jobs in Daly City is 17,656. The proposed General Plan will result in 21,646 jobs at buildout, resulting in an increase of 22.6 percent. Compared to the existing General Plan, the proposed Plan would result in 1,173 more jobs.

Jobs/Employment Balance

A city's jobs/employed residents' ratio would be 1.0 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. The jobs/employed residents' ratio for Daly City in 2010 was 0.41, which means that there were 0.41 jobs for every employed resident in the City. The proposed General Plan would add more jobs than housing units to the City, which would be beneficial to the jobs/employment balance within the city. At buildout, the jobs/employed residents' ratio will be 0.46.

Overall Growth

Overall, the proposed General Plan would accommodate more population and job growth compared to the existing General Plan. However, given the limitation of available land in Daly City, the City's growth will be through densification and intensification rather than by expanding outward. This focus of growth within the urban core with sufficient transportation and public service infrastructure is in line with the smart growth goals of the City, as it will lessen pressure for growth on the urban fringe.

Increase in Regional Housing Demand

Due to its location on the Peninsula, more people may be drawn to Daly City as the employment base in the City and surrounding areas increase. As a result, housing demand may increase in Daly City. The proposed General Plan will result in an additional 2,157 units at buildout, which will more than meet Daly City's regional current housing need allocation of 1,207 units. The proposed Housing Element contains an analysis of the community's housing needs, resources, constraints, and opportunities; it also contains goals, policies, and programs for housing and an action plan which details the actions to be taken by the City to respond to the community's evolving housing needs.

E. Findings Regarding Cumulative Impacts

CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines § 15130(a)(1), a cumulative impact "consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall "reflect the severity of the impacts and their likelihood of occurrence" (CEQA Guidelines §15130(b)).

In order to assess cumulative impacts, the EIR must analyze either a list of past, present, and probable future projects or a summary of projections contained in an adopted general plan or related planning document. The proposed General Plan is essentially a set of projects, representing the cumulative development scenario for the reasonably foreseeable future in the City. This future scenario incorporates the likely effects of surrounding regional growth.

Traffic and Circulation

By its nature, the transportation analysis presented in Chapter 3 represents a cumulative analysis of transportation conditions through 2030. As a result of increasing the amount of development through the proposed General Plan, the travel demand and level of service operations produced by the proposed project is the cumulative condition for CEQA purposes.

The contribution of the proposed General Plan to intersection level of service was found to be considerable since traffic modeling indicates a worsening of already significant conditions under the proposed General Plan (as compared to the No Project) at five intersections. Therefore, the proposed General Plan is determined to have a considerable contribution to the significant impact regarding intersection LOS, despite the threshold being exceeded in the No Project scenario. These impacts are identified as significant and unavoidable and are discussed in greater detail in Section 3.12 of the EIR.

Air Quality, Energy, and Greenhouse Gases

By their nature, the air quality, energy and greenhouse gas (GHG) analysis presented in Chapter 3 represent a cumulative analysis of air quality conditions, energy usage, and GHG emissions through 2030. As a result of increasing the amount of development through the proposed General Plan, the associated air quality, energy usage, and GHG emissions produced by the proposed project is the cumulative condition for CEQA purposes.

Concurrent implementation of the proposed General Plan and forecast development of residential and employment land uses in the region could result in increased air pollutants, thereby contributing to increased criteria air pollutants. It is reasonable to generalize that air quality are found to be cumulatively

significant, though the proposed General Plan's contribution is less than significant and no cumulatively considerable. Air quality impacts are discussed in detail in Section 3.12 of the EIR.

Forecast population and employment growth would result in increased energy usage. However, energy use under the proposed General Plan would be moderated by the application of State regulations and measures, which will ensure that energy use will not be wasteful, inefficient and unnecessary. This effect is not considered significant, as discussed in greater detail in Section 3.2 of the EIR.

Concurrent implementation of the proposed General Plan and forecast development of residential and employment land uses in the region could result in increased GHG emissions, thereby contributing to climate change. It is reasonable to generalize that climate change is found to be cumulatively significant. However, the proposed General Plan's contribution was found to be less than considerable as the proposed General Plan's per service population emissions did not exceed 6.6 MTCO₂e, as discussed in greater detail in Section 3.6 of the EIR.

Noise

By its nature, the noise analysis presented in Chapter 3 represents a cumulative analysis of noise conditions through 2030. As a result of increasing the amount of development through the proposed General Plan, the associated noise produced by the proposed project is the cumulative condition for CEQA purposes.

Concurrent implementation of the proposed General Plan and forecast development of residential and employment land uses in the region could result in increased noise, thereby contributing to increased noise levels in the City. The proposed General Plan's contribution was found to be significant and unavoidable as the increase in noise levels with the proposed General Plan was more than three dB compared to existing conditions, as discussed in greater detail in Section 3.10 of the EIR.

Public Services and Facilities, Utilities, and Service Systems

By its nature, the public services and facilities and utilities and service systems analyses presented in Chapter 3 represent a cumulative analysis of conditions through 2030. As a result of increasing the amount of development through the proposed General Plan, the associated impacts on services, infrastructure, utilities and service systems is the cumulative condition for CEQA purposes.

Concurrent implementation of the proposed General Plan and forecast development of residential and employment land uses in the region would result in increased pressure on public services and infrastructure, as well as utilities and service systems. However, as discussed in greater detail in Sections 3.11 and 3.13, there is enough park, school, water, wastewater, and solid waste capacity to accommodate growth under the proposed General Plan and regional growth and therefore impacts are not considered significant. Forecast population and employment growth would result in increased pressure on fire and police services, however this effect is not considered significant.

All Other Impact Areas

As discussed in Chapter 3, impacts on aesthetics, biological resources, cultural and historic resources, geology and soils, hazards and hazardous materials, hydrology, flooding, and water quality, land use, and housing will be mitigated by existing regulations and/or proposed General Plan policies. Therefore these effects are not considered significant.

F. Findings Regarding Alternatives to the Project

The California Environmental Quality Act (CEQA) mandates consideration and analysis of alternatives to the proposed General Plan. According to CEQA Guidelines, the range of alternatives “shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts” (Section 15126(d)(2)). The alternatives may result in new impacts that do not result from the proposed General Plan.

Commercial Focused (CF) Alternative

The CF Alternative assumes an overall similar amount of development, with more commercial uses rather than residential uses. The CF Alternative assumes an overall similar amount of development potential as the proposed General Plan. It assumes that future development along major corridors such as Mission Street will be more focused on commercial development compared to the proposed General Plan. The CF Alternative results in 18 fewer housing units and 10,000 square feet more commercial uses when compared to the proposed General Plan. The number of hotel rooms will be the same as the proposed General Plan.

No Project Alternative

The No Project Alternative assumes continuation of land use development under the 1987 General Plan. The No Project Alternative results in the lowest amount of new development when compared to the proposed General Plan and CF Alternative. The No Project results in 360 fewer housing units and 22,500 square feet less commercial uses when compared to the proposed General Plan. The number of hotel rooms will be the same as the proposed General Plan.

Based on a comparison of the alternatives’ overall environmental impacts and their compatibility with proposed General Plan goals and objectives, the CF Alternative appears to be the environmentally superior alternative for this EIR, though the overall differences between the proposed General Plan (the Project), the No Project and CF Alternatives are slight. The CF Alternative would generate slightly fewer VMT than the proposed General Plan, lead to fewer GHG emissions overall, and have less impact on air quality when compared to the proposed General Plan. Additionally, the CF Alternative would result in fewer housing units as compared to the proposed General Plan and would therefore expose less people to potential seismic and hazard risks. The CF Alternative represents the slightly environmentally superior alternative because it results in fewer impacts while achieving much of the purpose of the proposed General Plan.

Nonetheless, while the CF Alternative represents the environmentally superior alternative, traffic impacts will be significant and unavoidable. While the CF Alternative better achieves the goal of economic development and redevelopment along the major corridors, it is less successful in achieving the housing and land use goal in the proposed General Plan. The City’s major transportation corridors, such as Mission Street, are already heavily developed with commercial uses. Additional commercial uses without the supportive housing would not result in the creation of vibrant streets with a mix of uses as called for in the proposed General Plan. The Housing and Land Use Goal established by the community calls for diverse housing choices with a good balance between ownership and rental units. As much of Daly City is developed with single-family residential units, which are traditionally ownership units, the development of higher density units would have to occur along these major corridors, which are in turn supported by transit. By focusing on commercial development along major corridors, the CF Alternative is less successful in accommodating long term regional housing needs for Daly City. Additionally, the CF Alternative is not as successful in fostering a mix of uses along Daly City’s major corridors by increasing commercial uses.

Although the No Project Alternative would create lower numbers of housing and consequently result in fewer vehicles and place a lower demand on utility services than the proposed General Plan, it would not enjoy the benefits of proposed General Plan environmental protection policies. Also, the No Project Alternative does not meet the proposed General Plan goals related to promoting mixed use along the city's major corridors and the transformation of these corridors into vibrant streets with mixed uses and enhanced public improvements. Since new development under the proposed General Plan would be in the form of infill development, each alternative expects development on the same set of sites. Therefore, impacts are no different for many issue areas, including biological resources and cultural and historic resources, and all impacts not considered potentially significant.

VI. STATEMENT OF OVERRIDING CONSIDERATIONS

Under the California Environmental Quality Act (CEQA), decision-makers must balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. Where the decision of a public agency, whether acting as a lead agency or a responsible agency under CEQA Guidelines, allows the occurrence of significant effects which are identified in the Final Environmental Impact Report (EIR) but are not fully mitigated, the agency must state in writing the reasons to support its action based on the Final EIR and/or other information on the record and adopt a Statement of Overriding Considerations.

The Draft Environmental Impact Report (DEIR) prepared for the General Plan update has identified certain areas of potentially significant impacts that are not fully mitigated by the incorporation of additional policies into the General Plan document. The City of Daly City has sought to systematically identify both significant effects and the feasible alternatives or feasible mitigation measures, which avoid or substantially reduce potential impacts. Disclosure of the impacts are identified in the DEIR and the Findings adopted by the Planning Commission as unavoidable significant adverse impacts which have not been eliminated or mitigated to a level of insignificance. Notwithstanding the disclosure of these impacts, the Planning Commission determines in this document that the benefits of approving the General Plan update outweigh the unmitigated adverse environmental impacts pursuant to Section 15093(b) of the CEQA Guidelines. The Planning Commission further finds that there are specific economic and social considerations, which support approval of the General Plan update.

A. Significant and Unavoidable Traffic Impacts

In adopting the Statement of Overriding Considerations, the Commission accepts the premise outlined in the DEIR that there are certain traffic intersections in Daly City which, due to economic, environmental, and legal factors that would be associated with mitigation, cannot be improved to maintain the Level of Service "D" traffic standard established by the Circulation Element. This impact is discussed in more detail on DEIR pages 3.12-29 and 3.12-30.

In deliberating the Statement of Overriding Considerations, the Planning Commission hereby makes the following findings of fact:

1. The existing traffic levels at impacted City intersections have been significantly degrading by existing vehicular trips and vehicular trips associated with a regional traffic, i.e., traffic trips originating outside Daly City. This assertion is documented by the Citywide Traffic Model prepared by the City.
2. The entirety of costs associated with expanding intersection capacity cannot be reasonably allocated to new development, nor is there is a legal nexus to do so. In each of the intersections affected, these costs could include roadway construction, right-of-way acquisition, potential

impacts to private properties and land uses associated with expansion, and the implementation of environmental mitigation measures. Furthermore, there exists no known City revenue source to provide the pro rata contribution for intersection improvement that would be allocated to the City's existing population.

3. The policies of the General Plan are designed to balance improvement projects such that access to other travel modes including bicycles, pedestrian, and transit is improved. Widening all City roadways to achieve vehicular LOS D could dissuade use of alternative transportation modes by promoting vehicular service above all.
4. Further improvements beyond those identified in the General Plan Circulation Diagram would be economically or technically infeasible, and would conflict with City policies that promote "Complete Street" concepts.
5. In considering how to spend increasingly limited public resources, the City would be better served by allocated monies to enhance the existing roadway network to more safely accommodate a wider mode of transit, including the expansion of bicycle and pedestrian facilities as outlined in the City's adopted Bicycle and Pedestrian Master Plan. This is a requirement by the California Complete Streets Act and outlined in the Circulation Element Complete Streets Policy CE-20.
6. Similarly, the General Plan provides extensive policies promoting more intensive mixed-use development in the proximity of Mission Street, Geneva Avenue, and Colma BART station. The reality that this development type is feasible in Daly City is exhibited in the significant projects that have been constructed in the Mission Street and Geneva Avenue corridors in the past several decades. Almost all are mixed-use in nature and those with residential components exceed 50 dwelling units per acre. The Planning Commission anticipates the continued expansion of this development typology and the associated diminished traffic impacts associated with more intensive development near transit.
7. Furthermore, in the City's fulfillment of the Regional Housing Need Allocation (RHNA) for the 2009-2014 RHNA cycle, the General Plan provides a number of significant Housing Element policies which direct changes to the Daly City Zoning Ordinance and Zoning Map. The City anticipates that these changes will foster affordable housing development in Daly City, which, as is the case in much of the San Francisco Bay Area, has a demonstrated deficiency of such. More specifically, the Housing Element in combination with the Land Use Element provide a regulatory framework for allowing the development of more affordable, higher-density, mixed-use development in Daly City, development attributes which are known to the City to generate fewer traffic trips.

Based on the rationale provided above, impacts to the following intersections are hereby determined to be "significant and unavoidable":

1. John Daly Boulevard/Mission Street/Hillside Boulevard
2. Mission Street/East Market Street/San Pedro Road
3. John Daly Boulevard/Junipero Serra Boulevard
4. Hickey Boulevard/Skyline Boulevard
5. Geneva Avenue/Bayshore Boulevard

B. Significant and Unavoidable Noise Impacts

In addition to significant traffic impacts, the DEIR identifies a significant and unavoidable noise impact whereby implementation of the proposed General Plan would result in a substantial permanent increase in ambient noise levels in the vicinity of Daly City above acceptable noise levels. This increase would impact existing and anticipated sensitive receptors, which are most affected by noise (e.g., schools, churches, etc.). This impact is discussed in more detail beginning on DEIR page 3.10-13.

In deliberating the Statement of Overriding Considerations, the Planning Commission hereby makes the following findings of fact:

1. Existing noise levels are a primary contributor to the overall noise in Daly City. This assertion is documented by existing community noise level data documented in the Noise Element.
2. The entirety of costs associated with mitigating existing noise cannot be reasonable allocated to new development, nor is there is any legal nexus to do so. In the case of sensitive noise receptors affected, these costs could include wall construction, increased construction setbacks, and building regulations that could render projects infeasible. Furthermore, there exists no known City revenue source to provide the pro rata contribution for intersection improvement that would be allocated to the City's existing population.
3. Where feasible, the Planning Commission will ensure that appropriate noise mitigation measures are incorporated in the design of individual projects.

Based on the rationale provided above, the noise impacts that could be associated with the General Plan are hereby determined to be "significant and unavoidable".