

SECTION 1

Introduction

This Permitting Workbook is designed to outline the permitting process for the Daly City Vista Grande Drainage Basin Alternatives Analysis Report (AAR) project. The purpose of the workbook is to describe the permit and regulatory requirements for environmental compliance leading to the construction phase of the project. This will serve as a companion document to the Vista Grande Drainage Basin AAR by outlining the regulatory and permitting requirements for the project design alternatives. The Permitting Workbook is organized to guide the project team through the regulatory process by presenting a brief background of the project, followed by the agency summaries. The bulk of the workbook is contained in Section 3, Permits and Agency Summaries. This section introduces each regulatory agency, describes permitting requirements applicable to the project, includes correspondence with the agency, outlines the timing, sequence, and other requirements, and concludes with a permit checklist and a copy of the permit application. While the permitting for this type of project can be complex and is not necessarily a linear process, this workbook is organized by introducing the key agencies whose approval this project may require first, followed by the permits that depend on their approval:

- California Environmental Quality Act (CEQA) compliance
- National Environmental Policy Act (NEPA) compliance
- Golden Gate National Recreation Area (GGNRA)
 - Special Use Permit
 - Right-of-Way Permit
- U.S. Army Corps of Engineers
 - Section 404 & Section 10 Individual Permit
 - Nationwide 7
 - Nationwide 12
 - Nationwide 33
- U.S. Fish and Wildlife Service
 - ESA Section 7
- National Marine Fisheries Service
 - ESA Section 7
 - Essential Fish Habitat Consultation
- State Historic Preservation Office
 - Section 106

- California Coastal Commission
 - Public Works Plan
 - Federal Consistency Determination
 - Coastal Development Permit (CDP)
 - Local Coastal Plan (LCP) compliance (San Francisco, Daly City, San Mateo County)
- San Francisco Bay Regional Water Quality Control Board
 - Section 401
- State Lands Commission
 - General Lease Right-of-Way
- California Department of Fish and Game
 - Section 1602 Lake/Streambed Alteration Agreement

Project Summary

Storm-related flooding has been a recurring issue in the Vista Grande Drainage Basin in Daly City, California, specifically in the vicinity of the Vista Grande Canal at Lake Merced Boulevard and John Muir Drive. The drainage system in this area collects storm flows from a 2.5-square-mile basin in Daly City and conveys them via several underground culverts to the Vista Grande Canal, located adjacent to John Muir Drive in San Francisco. From there, the water flows to the Vista Grande Tunnel and Outfall Structure, through which it is discharged into the Pacific Ocean near Fort Funston.

The City of Daly City is examining design alternatives to reduce flooding in the Vista Grande Drainage Basin (northwest Daly City) and improve storm water re-use. The project was initiated as a follow-up to the Vista Grande Watershed Plan in 2006, and in response to public concerns about localized flooding within the basin. The existing canal and tunnel do not have adequate hydraulic capacity to convey the flows associated with minor storm events, causing backups and flooding within the basin, overtopping of the canal and damage to John Muir Drive. The desired minimum level of protection has been identified as a 25-year recurrence storm event lasting four hours. The Vista Grande Watershed Plan outlined that downstream improvements (canal and tunnel) were required to manage storm flows prior to implementation of the needed upstream improvements. The following four alternatives are currently being carried forward for further consideration.

I. Alternative 5B

Alternative 5B, located within the city limits of San Francisco, would include a drop structure, a gross solid screening device, an 800-foot-long box culvert, and a new drainage tunnel that would be approximately 5,200 feet long. A new drop structure, located at the canal inlet, would collect the flows from the major culvert lines and direct the flows to the gross solid screening device. The transition between the screening device and the new box culvert would incorporate an overflow weir to split the flows. In the box culvert, flows in excess of 170 cfs would flow over the weir into a separate double box culvert leading to the new tunnel inlet. The flows up to

170 cfs would flow through a separate box culvert to the existing canal north of the new tunnel inlet. The new tunnel would run northwest from the wide section of the canal corridor, located approximately 800 feet downstream of the canal inlet, to the rehabilitated Vista Grande Outfall Structure. The tunnel would run under the Olympic Club, Highway 35, and the Golden Gate National Recreation Area (GGNRA) lands.

II. Alternative 6

Alternative 6, located within the city limits of San Francisco, would include a drop structure, a gross solid screening device, a 2,100-foot-long box culvert, and a new drainage tunnel that would be approximately 4,200 feet long. A new drop structure, located at the canal inlet, would collect the flows from the major culvert lines and direct the flows to the gross solid screening device. The transition between the screening device and the new box culvert would incorporate an overflow weir to split the flows. In the box culvert, flows in excess of 170 cfs would flow over the weir into a separate double culvert leading to the new tunnel inlet. The flows up to 170 cfs would flow through a separate box culvert to the existing canal north of the new tunnel inlet. The new tunnel would run northwest from a wide section of the canal, located approximately 2,100 feet downstream of the canal inlet, to the rehabilitated Vista Grande Outfall Structure. The tunnel would run under the Olympic Club, Highway 35, and the GGNRA lands.

III. Alternative 7

Alternative 7, located within the city limits of San Francisco, would include a drop structure, a gross solid screening device, a 3,500-foot-long box culvert, and a new drainage tunnel that would be approximately 3,200 feet long. A new drop structure, located at the canal inlet, would collect the flows from the major culvert lines and direct the flows to a gross solid screening device. The transition between the screening device and the new box culvert would incorporate an overflow weir to split the flows. In the box culvert, flows in excess of 170 cfs would flow over the weir into a separate double box culvert leading to the new tunnel inlet. The flows up to 170 cfs would flow through a separate box culvert to the existing canal north of the new tunnel inlet. The new tunnel would run west from a point in the canal approximately 200 feet south of the existing tunnel, to the rehabilitated Vista Grande Outfall Structure. The tunnel would run beneath the Olympic Club, Highway 35, and the GGNRA lands.

Each of the alternatives under consideration includes a temporary construction staging area potentially located on GGNRA land at the Fort Funston parking lot.

IV. Lake Merced Alternative

The Lake Merced Alternative, located within the city limits of Daly City and San Francisco, would include constructing facilities necessary to screen stormwater; divert flows to the existing canal, to Lake Merced, or both; improve stormwater quality through natural processes wetland located along John Muir Drive between the roadway and the existing canal; control the Lake's water surface; and reduce the potential for localized flooding within the watershed. This alternative would include constructing new facilities including: a collection box, a gross solid

screening device, a 1,400-foot-long box culvert to replace a portion of the existing Canal, a semi-automated hydraulic diversion structure, a 700-foot-long box culvert that passes under John Muir Drive, a screened discharge structure in Lake Merced, and a natural treatment system (wetlands) located adjacent to Lake Merced along John Muir Drive. This alternative would also include rehabilitating: the existing Tunnel, the existing Lake Merced overflow structure, the forced main discharge line, and the Daly City Outfall structure.

Each of the alternatives under consideration includes a temporary construction staging area potentially located on GGNRA land at the Fort Funston parking lot.