



Midway Village Redevelopment Project

Sustainable Communities Environmental
Assessment

General Plan Amendment: GPA-9-18-13666

Zone Change: ZC-18-13662

Design Review: DR-9-18-13665

April 6, 2020

Lead Agency:

City of Daly City
333 90th Street
Daly City, California 94015

Technical Assistance:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94597

Table of Contents

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT	V
1.0 INTRODUCTION	1-1
1.1 PROJECT TITLE	1-1
1.2 LEAD AGENCY	1-1
1.3 LEAD AGENCY CONTACT	1-1
1.4 PROJECT APPLICANT	1-1
1.5 PURPOSE	1-2
1.6 PROJECT LOCATION	1-2
1.7 EXISTING SETTING AND SURROUNDING LAND USES	1-2
1.8 LAND USE DESIGNATIONS AND ZONING.....	1-2
1.8.1 General Plan Land Use Designation	1-2
1.8.2 Zoning.....	1-3
1.9 STATUTORY BACKGROUND	1-3
1.10 CEQA AND PUBLIC AGENCY REVIEW	1-4
1.11 DOCUMENT ORGANIZATION.....	1-5
1.12 SUMMARY OF IMPACTS AND MITIGATION MEASURES.....	1-6
2.0 PROJECT DESCRIPTION	2-1
2.1 PROJECT OVERVIEW	2-1
2.1.1 Project Location	2-1
2.1.2 General Plan and Zoning	2-1
2.2 EXISTING SITE CONDITIONS.....	2-13
2.2.1 Surrounding Land Uses.....	2-13
2.2.2 Site History.....	2-14
2.3 PROJECT CHARACTERISTICS	2-15
2.3.1 Employment and Future Residents Estimate.....	2-27
2.3.2 Landscaping.....	2-28
2.3.3 Recreational Areas.....	2-28
2.3.4 Vehicular Access.....	2-32
2.3.5 Parking.....	2-32
2.3.6 Aesthetics and Design.....	2-32
2.3.7 Alternative Transportation	2-35
2.3.8 Sustainability	2-47
2.3.9 Utilities	2-47
2.4 PROJECT CONSTRUCTION	2-50
2.4.1 Schedule	2-50
2.4.2 Access and Staging	2-51
2.4.3 Construction Equipment and Workers	2-51
2.4.4 Grading and Demolition.....	2-52
2.4.5 Lighting and Security.....	2-53
2.5 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS.....	2-54
2.5.1 Objectives	2-54
2.5.2 Approvals	2-54
3.0 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY	3-1
3.1 SENATE BILL 375.....	3-1

3.2	TRANSIT PRIORITY PROJECT CRITERIA	3-1
3.3	PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS.....	3-2
4.0	ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION.....	4-1
4.1	AESTHETICS.....	4-3
4.1.1	Environmental Setting	4-3
4.1.2	Previous Environmental Analyses	4-4
4.1.3	Project-Specific Analysis	4-4
4.2	AGRICULTURAL AND FORESTRY RESOURCES.....	4-9
4.2.1	Environmental Setting	4-9
4.2.2	Previous Environmental Analysis	4-10
4.2.3	Project-Specific Analysis	4-10
4.3	AIR QUALITY	4-13
4.3.1	Environmental Setting	4-13
4.3.2	Previous Environmental Analysis	4-19
4.3.3	Project-Specific Analysis	4-22
4.4	BIOLOGICAL RESOURCES	4-41
4.4.1	Environmental Setting	4-41
4.4.2	Previous Environmental Analysis	4-44
4.4.3	Project-Specific Analysis	4-47
4.5	CULTURAL RESOURCES.....	4-51
4.5.1	Environmental Setting	4-51
4.5.2	Previous Environmental Analysis	4-52
4.5.3	Project-Specific Analysis	4-54
4.6	ENERGY.....	4-57
4.6.1	Environmental Setting	4-57
4.6.2	Previous Environmental Analysis	4-57
4.6.3	Project-Specific Analysis	4-58
4.7	GEOLOGY AND SOILS	4-63
4.7.1	Environmental Setting	4-63
4.7.2	Previous Environmental Analysis	4-65
4.7.3	Project-Specific Analysis	4-67
4.8	GREENHOUSE GASES.....	4-73
4.8.1	Environmental Setting	4-73
4.8.2	Previous Environmental Analysis	4-77
4.8.3	Project-Specific Analysis	4-78
4.9	HAZARDS AND HAZARDOUS MATERIALS.....	4-85
4.9.1	Environmental Setting	4-85
4.9.2	Previous Environmental Analysis	4-88
4.9.3	Project-Specific Analysis	4-90
4.10	HYDROLOGY AND WATER QUALITY	4-97
4.10.1	Environmental Setting	4-97
4.10.2	Previous Environmental Analysis	4-100
4.10.3	Project-Specific Analysis	4-101
4.11	LAND USE AND PLANNING.....	4-109
4.11.1	Environmental Setting	4-109
4.11.2	Previous Environmental Analysis	4-109
4.11.3	Project-Specific Analysis	4-110
4.12	MINERAL RESOURCES.....	4-115

4.12.1	Environmental Setting	4-115
4.12.2	Previous Environmental Analysis	4-115
4.12.3	Project-Specific Analysis	4-115
4.13	NOISE	4-117
4.13.1	Environmental Setting	4-117
4.13.2	Previous Environmental Analysis	4-120
4.13.3	Project-Specific Analysis	4-127
4.14	POPULATION AND HOUSING	4-137
4.14.1	Environmental Setting	4-137
4.14.2	Previous Environmental Analysis	4-137
4.14.3	Project-Specific Analysis	4-138
4.15	PUBLIC SERVICES	4-141
4.15.1	Environmental Setting	4-141
4.15.2	Previous Environmental Analysis	4-143
4.15.3	Project-Specific Analysis	4-144
4.16	RECREATION	4-149
4.16.1	Environmental Setting	4-149
4.16.2	Previous Environmental Analysis	4-149
4.16.3	Project-Specific Analysis	4-150
4.17	TRANSPORTATION	4-153
4.17.1	Environmental Setting	4-153
4.17.2	Previous Environmental Analysis	4-157
4.17.3	Project-Specific Analysis	4-159
4.18	TRIBAL CULTURAL RESOURCES	4-167
4.18.1	Environmental Setting	4-167
4.18.2	Previous Environmental Analysis	4-167
4.18.3	Project-Specific Analysis	4-169
4.19	UTILITIES AND SERVICE SYSTEMS	4-171
4.19.1	Environmental Setting	4-171
4.19.2	Previous Environmental Analysis	4-172
4.19.3	Project-Specific Analysis	4-176
4.20	WILDFIRE	4-181
4.20.1	Environmental Setting	4-181
4.20.2	Previous Environmental Analysis	4-182
4.20.3	Project-Specific Analysis	4-182
4.21	MANDATORY FINDINGS OF SIGNIFICANCE	4-185
5.0	REFERENCES	5-1
6.0	LIST OF PREPARERS	6-1

LIST OF TABLES

Table 1.12-1 Summary of Impacts and Mitigation Measures	1-7
Table 2.1-1: Table of Permitted Uses	2-7
Table 2.3-1: Proposed Tentative Phasing Overview	2-16
Table 2.3-2: Square Footage of Proposed Structures	2-27
Table 2.3-3: Parking	2-32
Table 2.3-4: Water Supply	2-47
Table 2.3-5: Wastewater Generated	2-49

Table 2.4-1: Phase 1 Construction Schedule	2-50
Table 2.4-2: Phase 2 Construction Schedule	2-50
Table 2.4-3: Phase 3 Construction Schedule	2-51
Table 2.4-4: Phase 4 Construction Schedule	2-51
Table 2.4-5: Proposed Construction Equipment.....	2-52
Table 4.3-1: California and National Ambient Air Quality Standards.....	4-15
Table 4.3-2: San Mateo County Area Designations for State and National Ambient Air Quality	4-17
Table 4.3-3: 2017 BAAQMD Proposed Project-Level Air Quality CEQA Thresholds of Significance	4-17
Table 4.3-4: Construction Emissions (Unmitigated Average Daily Rate)	4-24
Table 4.3-5: Annual Operational Emissions (Unmitigated)	4-24
Table 4.3-6: Daily Operational Emissions (Unmitigated)	4-25
Table 4.3-7: Summary of Each Scenario Analyzed	4-28
Table 4.3-8: Estimated Health Risks and Hazards during Project Construction— Unmitigated	4-29
Table 4.3-9: Estimated Health Risks and Hazards during Project Construction— Mitigated.....	4-35
Table 4.6-1: Construction Off-Road Fuel Consumption	4-58
Table 4.6-2: Construction On-Road Fuel Consumption	4-59
Table 4.6-3: Long-Term Operational Vehicle Fuel Consumption	4-60
Table 4.6-4: Long-Term Electricity Usage	4-61
Table 4.6-5: Long-Term Natural Gas Usage	4-61
Table 4.8-1: Construction GHG Emissions.....	4-79
Table 4.8-2: Annual GHG Emissions for the Proposed Project.....	4-79
Table 4.8-3: Consistency with SB 32 2017 Scoping Plan Update.....	4-81
Table 4.11-1: Applicable Plan and Policy Consistency Analysis.....	4-111
Table 4.13-1: Guideline Vibration Annoyance Potential Criteria	4-119
Table 4.13-2: Guideline Vibration Damage Potential Criteria.....	4-119
Table 4.13-3: Vibration Source Levels for Construction Equipment.....	4-120
Table 4.13-4: Traffic Peak Hour Counts and Estimated Noise Increase	4-128
Table 4.13-5: Summary of Federal Highway Administration Roadway Construction Noise Model.....	4-131
Table 4.13-6: Construction Phases Equipment and Distance to Closest Receiver	4-132
Table 4.13-7: Calculated Noise Level from Each Construction Stage.....	4-133
Table 4.13-8: Vibration Source Levels for Construction Equipment.....	4-134
Table 4.17-1: Existing Intersection Level of Service	4-156
Table 4.17-2: Proposed Project Trip Generation	4-160
Table 4.17-3: Existing Plus Proposed Project Intersection Levels of Service	4-160

LIST OF FIGURES

Figure 2.1-1: Regional Location	2-3
Figure 2.1-2: Project Site	2-5
Figure 2.1-3: Existing General Plan Designation	2-9
Figure 2.1-4: Proposed General Plan Designation	2-11
Figure 2.3-1: Project Site Plan	2-17
Figure 2.3-2: Project Site Plan	2-19
Figure 2.3-3: Project Site Plan	2-21
Figure 2.3-4: Demolition Phasing Plan	2-23
Figure 2.3-5: Construction Phasing Plan.....	2-25

Figure 2.3-6: Recreational Areas and Landscaping.....	2-29
Figure 2.3-7: Parking Plan	2-33
Figure 2.3-8: Uphill Rendering	2-37
Figure 2.3-9: Downhill Rendering.....	2-39
Figure 2.3-10: Rendering of Community Square	2-41
Figure 2.3-11: Rendering of Schwerin St. and Partridge St. Intersection.....	2-43
Figure 2.3-12: Transit Priority Area	2-45
Figure 4.3-1: Modeling Parameters (Off-site Sensitive Receptors Scenario)	4-33
Figure 4.13-1: Existing Noise Contours.....	4-121
Figure 4.13-2: Daly City Noise Compatibility Guidelines.....	4-125

LIST OF APPENDICES

Appendix A: 2020 Water Supply Assessment
Appendix B: 2020 Sanitary Sewer Analysis
Appendix C: 2020 Drainage Report
Appendix D: Air Quality Modeling and Health Risk Assessment Memorandum
Appendix E: Biological Resources Methods Memorandum
Appendix F: Preliminary Arborist Report
Appendix G: Geotechnical Investigation
Appendix H: Noise Modeling Outputs
Appendix I: Transportation Impact Analysis

Abbreviations and Acronyms

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ac	acre
AFY	acre-feet per year
AIA	Airport Influence Area
amsl	above mean sea level
APN	Assessor's Parcel Number
AP Zone Act	Alquist-Priolo Special Studies Zone Act of 1972
AQP	air quality plan
AWSC	All Way Stop Control
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Bayshore Park	David R. Rowe/Bayshore Park
BMP	best management practice
BSD	Bayshore Sanitary District
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalOES	California Office of Emergency Services
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CALUCP	Comprehensive Airport Land Use Compatibility Plan
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Department of Mines and Geology
CE	Critically Endangered
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
City	City of Daly City
CMP	Congestion Management Program
CMRA	Construction Materials Recycling Association
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide

CO ₂ e	carbon dioxide equivalent
CY	cubic yard
dB	decibel
dBA	A-weighted sound level
DCPD	City of Daly City Police Department
DDA	Disposition and Development Agreement
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
du	dwelling units
du/ac	dwelling units per acre
DWR	California Department of Water Resources
DWWR	Department of Water and Wastewater Resources
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
°F	degrees Fahrenheit
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FCAA	Federal Clean Air Act
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FP	Federally Protected
FT	Federally Threatened
FTA	Federal Transit Administration
GCP	General Construction Permit
General Plan	Daly City General Plan
GHG	greenhouse gas
gpd	gallons per day
GSA	Groundwater Sustainability Agency
HACSM	Housing Authority of the County of San Mateo
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
hp	horsepower
HRA	Health Risk Assessment
I-280	Interstate 280
in/sec	inch/second
ITE	Institute of Transportation Engineers
KBTU	1,000 British Thermal Units
kWh	kilowatt-hours
KSF	1,000 square feet
lbs	pounds
lbs/day	pounds per day

L _{dn}	day-night sound level
L _{eq}	equivalent sound level
L _{max}	maximum sound level
LEV	low-emission vehicle
L _{min}	minimum sound level
LOS	level of service
LRA	Local Responsibility Area
L _{xx}	percent sound level (e.g., L ₁₀ , L ₂₀ ,)
mg/m ³	milligrams per cubic meter
mgd	million gallons per day
Midway Village area	Midway Village Housing Complex
MIR	Maximum Impacted Receptor
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
mph	miles per hour
MRZ	Mineral Resource Zone
MTCO _{2e}	metric tons of carbon dioxide equivalent per year
MTCO _{2e} /SP/yr	metric tons of carbon dioxide equivalent per service population per year
MTC	Metropolitan Transportation Commission
MUNI	San Francisco Municipal Transportation Agency
N ₂ O	Nitrous Oxide
NCCP	Natural Community Conservation Plan
NCFA	North County Fire Authority
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NOA	naturally-occurring asbestos
NO _x	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NSFHA	Non-Special Flood Hazard Area
NSMCSD	North San Mateo County Sanitation District
PAH	polycyclic aromatic hydrocarbon
PFC	perfluorinated chemical
PG&E	Pacific Gas and Electric Company
Plan Bay Area	Plan Bay Area 2040
PM	particulate matter
PM _{2.5}	particulate matter 2.5 microns in diameter or less
PM ₁₀	particulate matter 10 microns in diameter or less
PP	Public Park
ppb	part per billion
ppm	part per million
PPV	peak particle velocity
PRC	Public Resources Code
project site	Midway Village area and Bayshore Park
proposed project	Midway Village Redevelopment Project
R-3	Multiple Family Residential District
RAMP	Regional Advance Mitigation Planning

RAP	Remedial Action Plan
RCNM	Roadway Construction Noise Model
R-HD	High Density Residential
ROG	reactive organic gases
RTP	Regional Transportation Plan
SamTrans	San Mateo County Transit District
SB	Senate Bill
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SE	State Endangered
sf	square feet
SF6	Sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SLCP	short-lived climate pollutant
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SSSC	Side Street Stop Control
SWAT	Special Weapons and Tactics
SWB	South Westside Groundwater Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Travel Demand Management
TMDL	total maximum daily load
tpy	trips per year
U.S. 101	U.S. Highway 101
USCB	U.S. Census Bureau
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VDECS	Verified Diesel Emissions Control Strategy
VMT	vehicle miles traveled
VTA	Santa Clara Valley Transit Authority
VVB	Visitation Valley Groundwater Basin
WEAP	Worker Environmental Protection Program
WHRS	California Wildlife Habitat Relationship System
WWTP	Wastewater Treatment Plant
ZEV	zero-emissions vehicle

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code (PRC).

Project Title: Midway Village Redevelopment Project

Project Description: The Midway Village Housing Complex (Midway Village area) is being proposed for redevelopment as part of the Midway Village Redevelopment Project (proposed project). Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and 5,100 square feet (sf) of community center and office space for the County Housing Authority of the County of San Mateo (HACSM). Additionally, an existing park, David R. Rowe/Bayshore Park (Bayshore Park), is currently located directly northeast of the Midway Village area and the area will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park which would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HACSM currently administers several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

Project Location: The proposed project is located within the City of Daly City, California in San Mateo County. Specifically, the project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site. The project site is approximately 15 acres.

Lead Agency Contact:

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, CA 94015
(650) 991-8158
mvanlonkhuysen@dalycity.org

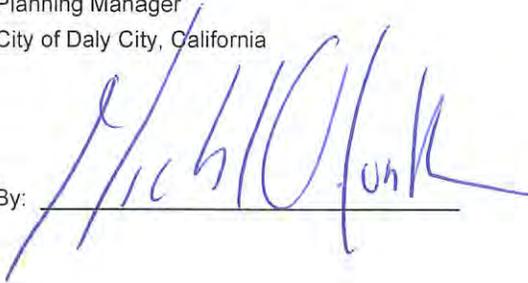
Required Findings: The City of Daly City has determined that: 1) the proposed project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Plan Bay Area 2040 (Plan Bay Area 2017b) prepared by the Metropolitan Transportation Commission and Association of Bay Area Governments for the San Francisco Bay Area Region; 2) the proposed project qualifies as a transit priority project pursuant to PRC Section 21155(b); 3) the proposed project is a residential or mixed-use project as defined by PRC Section 21159.28(d); 4) all potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study;

and 5) the proposed project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the proposed project required to be analyzed pursuant to CEQA.

The attached Environmental Checklist has been prepared by the City of Daly City in support of this SCEA. Further information including the proposed project file and supporting reports and studies may be reviewed at the Economic and Community Development Department, 333 90th Street, Daly City, California, 94015.

Mitigation Measures: Pursuant to Section 21155.2 of the PRC, this SCEA: 1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (EIRs), including the Plan Bay Area EIR (Plan Bay Area 2017a) and the City of Daly City General Plan EIR, and adopted in findings made pursuant to Section 21081; and 2) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project require to be identified in this SCEA.

Michael VanLonkhuysen
Planning Manager
City of Daly City, California

By:  Date: 4-2-20

1.0 INTRODUCTION

The Midway Village Housing Complex (Midway Village area) is being proposed for redevelopment as part of the Midway Village Redevelopment Project (proposed project). Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for the Housing Authority of the County of San Mateo (HACSM). Additionally, an existing park, David R. Rowe/Bayshore Park (Bayshore Park), is currently located directly northeast of the Midway Village area and this area will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough-graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HACSM currently administers the several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

1.1 PROJECT TITLE

Midway Village Redevelopment Project

1.2 LEAD AGENCY

City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015

1.3 LEAD AGENCY CONTACT

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015
(650) 991-8158
mvanlonkhuysen@dalycity.org

1.4 PROJECT APPLICANT

MidPen Housing
303 Vintage Park Drive, Suite 250
Foster City, California 94404

1.5 PURPOSE

The purpose of a Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA). In addition, this SCEA evaluates the proposed project's consistency with the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) Plan Bay Area 2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the San Francisco Bay Area Region and incorporates feasible mitigation measures, performance standards, and/or criteria from prior applicable environmental impact reports (EIRs) into the proposed project.

An SCEA is a form of CEQA documentation established by Senate Bill (SB) 375 to provide streamlined environmental review for certain "transit priority projects." Transit priority projects are residential or mixed-use residential projects that provide a minimum net density of 20 dwelling units per acre and are located within 0.50 mile of a major transit stop or high-quality transit corridor (Public Resources Code [PRC] Section 21155[b]).

An SCEA is comparable to an Initial Study-Mitigated Negative Declaration since the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a negative declaration, the SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs. Also, growth-inducing impacts are not required to be referenced, described, or addressed, and project-specific or cumulative impacts from cars and light duty truck trips on global climate change or the regional transportation network need not be referenced, described, or discussed.

1.6 PROJECT LOCATION

The proposed project is located within the City of Daly City, California (City) in San Mateo County (See Figure 2.1-1). Specifically, the project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site (See Figure 2.1-2). The project site is approximately 15 acres.

1.7 EXISTING SETTING AND SURROUNDING LAND USES

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the Daly City General Plan (General Plan), located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. The project site is surrounded by the following land uses:

- **North and East:** A Pacific Gas and Electric (PG&E) facility including administrative buildings, parking, industrial storage, and a power distribution area.
- **South:** A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- **West:** Mixed single- and multi-family residences.

1.8 LAND USE DESIGNATIONS AND ZONING

1.8.1 General Plan Land Use Designation

The General Plan defines High Density Residential (R-HD) and Public Park (PP) as the following:

High Density Residential

This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre. The proposed project is located within the Bayshore planning area that was annexed into the 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 (City of Daly City 2013).

Public Park

This land use designation applies to all developed public open space, including all state, regional, and local parks and city-maintained tot lots, that provides recreational opportunities to the community.

The project site includes Bayshore Park, which provides open space and playgrounds for recreational use in the area. Additionally, common areas would be incorporated into the proposed project to provide for additional open and recreational space (see Section 2.3.3, Recreational Areas, for more detail regarding Bayshore Park).

1.8.2 Zoning

The City Zoning Code identifies the project site as Multiple-Family Residential District (R-3) (City Code section 17.12). R-3 zoning allows for 1 unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land.

1.9 STATUTORY BACKGROUND

The Sustainable Communities and Climate Protection Act of 2008 amended CEQA to add Chapter 4.2, Implementation of the Sustainable Communities Strategy (PRC Section 21155), which provides a CEQA exemption for sustainable community projects and streamlined CEQA analysis for transit priority projects.

PRC Section 21083.3 provides that if a “development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.” (PRC Section 21083.3[b]) The corresponding CEQA Guideline provides that a project is “consistent” if its density is the same or less than the standard expressed for the parcel in the general plan for which an EIR has been certified and if the project complies with the density-related standards contained in that plan.(14 CCR Section 15183[i][2])

The City’s 2030 General Plan Land Use Map indicates that the proposed project site is designated as High Density Residential. It is also designated as High Density Residential and Public Park in the General Plan EIR, certified by the City Council on March 25, 2013. The High-Density Residential designation allows a density of 35.1 to 50 dwelling units per gross acre. The proposed project’s density is approximately 48 dwelling units/acre. Because the proposed project would have a density consistent with the High Density Residential designation that was analyzed in the General Plan EIR, it is eligible for the exemption and environmental review shall be limited to effects on the environment which are peculiar to the Property or to the Project and which were not addressed as significant effects in the General Plan EIR.

The environmental analysis in this document focuses on that required for a SCEA (see Section 3.0) but it is noted that the Environmental Analysis (see Section 4.0) also considers the project's consistency with the General Plan and therefore establishes applicability under the exemption for projects consistent with a General Plan for which an EIR was certified.

Further, streamlining provision is the SCEA, the provisions of which are primarily specified in PRC Section 21155.2. Section 21155.2(a) states that, if a transit priority project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs and adopted findings made pursuant to PRC Section 21081, then it shall be eligible for an SCEA. The specific substantive and procedural requirements for the approval of an SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the transit priority project, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global climate change or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
5. The lead agency's decision to review and approve a transit priority project with a SCEA shall be reviewed under the substantial evidence standard.

For a detailed analysis of the proposed project's compliance with the SCEA statutory requirements, see Section 3.0, SCEA and Transit Priority Project Consistency.

1.10 CEQA AND PUBLIC AGENCY REVIEW

CEQA requires that project proponents disclose the significant impacts to the environment from proposed development projects. The intent of CEQA is to foster good planning and to consider environmental issues during the

planning process. The City is the Lead Agency under CEQA for the preparation of this SCEA. The CEQA Guidelines (Section 21067) define the Lead Agency as, “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Approval of the proposed project is considered a public agency discretionary action, and therefore, the proposed project is subject to compliance with CEQA. The City has directed the preparation of an SCEA to comply with CEQA.

Stantec has prepared this document at the direction of the City. The purpose of this document is to disclose the environmental consequences of implementing the proposed project to decision-makers and the public. The public, City residents, and other local and state resource agencies will be given the opportunity to review and comment on this document during a 30-day public review period. Comments received during the review period will be considered by the City prior to certification of this SCEA and project approval.

The public review period will commence on **April 6, 2020** and end on **May 5, 2020**, pursuant to CEQA Guidelines Section 15105. If you wish to send written comments (including via email), they must be received by 5:00 p.m. on **May 5, 2020**. Written comments should be addressed to the following:

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015
(650) 991-8158
mvanlonkhuysen@dalycity.org

This SCEA and supporting documents are available at the City of Daly City Economic and Community Development Department, located at 333 90th Street, City of Daly City, California 94015, and online at the following URL:
www.dalycity.org/45midwayscea

1.11 DOCUMENT ORGANIZATION

This SCEA is organized as follows:

Section 1.0 Introduction. This section provides introductory information about the proposed project and background information regarding SB 375 and the SCEA process and streamlining provisions.

Section 2.0: Project Description. This section describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

Section 3.0: SCEA Criteria and Transit Priority Project Consistency. This section includes a discussion of the proposed project’s consistency with the transit priority project criteria listed above and demonstrates that the proposed project satisfies all necessary criteria for approval of a SCEA as set forth in PRC Sections 21155 and 21155.2.

Section 4.0: Environmental Checklist and Environmental Evaluation. This section presents an analysis of a range of environmental issues identified in the CEQA Appendix G Environmental Checklist and determines if the proposed project would result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact for each topic. If impacts are determined to be potentially significant after incorporation of applicable mitigation measures, an EIR would be required. For this proposed project,

however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 5.0: References. This section lists the references used in preparation of this SCEA.

Section 6.0: List of Preparers. This section identifies report preparers.

1.12 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.12-1 summarizes the potential environmental effects of the proposed project, the recommended mitigation measures, if applicable, and the level of significance after mitigation. As shown in Table 1.12-1, development of the proposed project with mitigation measures would not result in any significant and unavoidable impacts. CEQA requires public agencies to establish a monitoring and reporting program for the purpose of ensuring compliance with those mitigation measures adopted as conditions of approval in order to mitigate or avoid significant environmental impacts identified in a CEQA document. A Mitigation Monitoring and Reporting Program (MMRP), incorporating the mitigation measures set forth in this document, would be adopted at the time of adoption of the SCEA.

Table 1.12-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Finding	Mitigation Measure
4.1 Aesthetics		
AES-1: Have a substantial adverse effect on a scenic vista?	NI	<ul style="list-style-type: none"> • None Required
AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	NI	<ul style="list-style-type: none"> • None Required
AES-3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public Views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, the potential of the project to conflict with applicable zoning and other regulations governing scenic quality?	NI	<ul style="list-style-type: none"> • None Required
AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	NI	<ul style="list-style-type: none"> • None Required
4.2 Agricultural Resources		
AG-1: 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?	NI	<ul style="list-style-type: none"> • None Required
AG-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	<ul style="list-style-type: none"> • None Required
AG-3: 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))?	NI	<ul style="list-style-type: none"> • None Required
AG-4: Result in the loss of forest land or conversion of forest land to non-forest use?	NI	<ul style="list-style-type: none"> • None Required
AG-5: 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?	NI	<ul style="list-style-type: none"> • None Required

Environmental Impact	Finding	Mitigation Measure
4.3 Air Quality		
AIR-1: Conflict with or obstruct implementation of the applicable air quality plan?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2)
AIR-2: 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?	LTS	<ul style="list-style-type: none"> None Required
AIR-3: Expose sensitive receptors to substantial pollutant concentrations?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) Mitigation Measure AIR-2: Tier 4 Interim Engine Requirements Mitigation Measure AIR-3: Installation of MERV 13 Filters for Phase 1 and Phase 2
AIR-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	<ul style="list-style-type: none"> None Required
4.4 Biological Resources		
BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a])
BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish or U.S. Fish and Wildlife Service?	NI	<ul style="list-style-type: none"> None Required
BIO-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	<ul style="list-style-type: none"> None Required
BIO-4: 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?	NI	<ul style="list-style-type: none"> None Required
BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	<ul style="list-style-type: none"> None Required
BIO-6: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	NI	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.5 Cultural Resources		
CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	NI	<ul style="list-style-type: none"> None Required
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure CUL-1 (PBA EIR MM 2.11-1)
CUL-3: Disturb any human remains, including those interred outside of formal cemeteries?	LTS	<ul style="list-style-type: none"> None Required
4.6 Energy		
EN-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	LTS	<ul style="list-style-type: none"> None Required
EN-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS	<ul style="list-style-type: none"> None Required
4.7 Geology and Soils		
<p>GEO-1: Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> 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? 	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations.
GEO-2: Result in substantial soil erosion or the loss of topsoil?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP
GEO-3: Be located on strata 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?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)

Environmental Impact	Finding	Mitigation Measure
GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	<ul style="list-style-type: none"> None Required
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-3 (PBA EIR MM 2.11-3)
4.8 Greenhouse Gases		
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	<ul style="list-style-type: none"> None Required
GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	<ul style="list-style-type: none"> None Required
4.9 Hazards and Hazardous Materials		
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
HAZ-2: 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?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)

Environmental Impact	Finding	Mitigation Measure
HAZ-4: 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?	LTS/M	<ul style="list-style-type: none"> • Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) • Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4)
HAZ-5: 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 or excessive noise for people residing or working in the Project area?	LTS	<ul style="list-style-type: none"> • None Required
HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	<ul style="list-style-type: none"> • None Required
HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	NI	<ul style="list-style-type: none"> • None Required
4.10 Hydrology and Water Quality		
HYD-1: Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LTS/M	<ul style="list-style-type: none"> • Mitigation Measure HYD-1: Prepare and Implement a SWPPP
HYD-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	LTS/M	<ul style="list-style-type: none"> • Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) • Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
<p>HYD-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <ol style="list-style-type: none"> a. Result in substantial erosion or siltation on- or off-site; b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; c. Create or contribute runoff water which would exceed the capacity of existing or planned 	LTS/M	<ul style="list-style-type: none"> • Mitigation Measure HYD-1: Prepare and Implement a SWPPP

Environmental Impact	Finding	Mitigation Measure
stormwater drainage systems or provide substantial additional sources of polluted runoff; or d. Impeded or redirect flood flows.		
HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	<ul style="list-style-type: none"> None Required
HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
4.11 Land Use and Planning		
LU-1: Physically divide an established community?	LTS	<ul style="list-style-type: none"> None Required
LU-2: Cause a significant environmental impact due to a 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?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)
4.12 Mineral Resources		
MIN-1: Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?	NI	<ul style="list-style-type: none"> None Required
MIN-2: 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?	NI	<ul style="list-style-type: none"> None Required
4.13 Noise		
NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards or other agencies?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure NOI-1: (PBA EIR MM 2.6-5) Mitigation Measure NOI-2: Project Fixed-Source Noise Mitigation Measure NOI-3: Construction Traffic Mitigation Measure NOI-4: (PBA EIR MM 2.6-1[a]) Mitigation Measure NOI-5: Construction Activity
NOI-2: Generation of excessive groundborne vibration or groundborne noise levels?	LTS	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
<p>NOI-3: For a project located within the vicinity of a private airstrip or 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?</p>	<p>NI</p>	<ul style="list-style-type: none"> • None Required
<p>4.14 Population and Housing</p>		
<p>POP-1: Induce substantial unplanned 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)?</p>	<p>LTS</p>	<ul style="list-style-type: none"> • None Required
<p>POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?</p>	<p>LTS</p>	<ul style="list-style-type: none"> • None Required
<p>4.15 Public Services</p>		
<p>PUB-1: 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:</p> <p>Fire protection? Police protection? Schools? Parks? Other facilities?</p>	<p>Fire protection, Police protection, schools = LTS/M</p> <p>Parks, other public facilities = LTS</p>	<ul style="list-style-type: none"> • Mitigation Measure PUB-1 (PBA EIR MM 2.14-1)
<p>4.16 Recreation</p>		
<p>REC-1: 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?</p>	<p>LTS</p>	<ul style="list-style-type: none"> • None Required
<p>REC-2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?</p>	<p>LTS</p>	<ul style="list-style-type: none"> • None Required

Environmental Impact	Finding	Mitigation Measure
4.17 Transportation		
TRANS-1: Conflict with a program plan, ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) Mitigation Measure TRANS-2: Travel Demand Management Plan
TRANS-2: Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	NI	<ul style="list-style-type: none"> None Required
TRANS-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection(s) or incompatible uses (e.g. farm equipment))?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure TRANS-3: Driveway Distance
TRANS-4: Result in inadequate emergency access?	NI	<ul style="list-style-type: none"> None Required
4.18 Tribal Cultural Resources		
<p>TRIB-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size, or object with cultural value to the California Native American tribe and that is:</p> <ol style="list-style-type: none"> listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 	LTS/M	<ul style="list-style-type: none"> Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5)
4.19 Utilities and Service Systems		
UTIL-1: Require or result in the relocation or construction of new or expanded water, wastewater, or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2) Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]) Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4)

Environmental Impact	Finding	Mitigation Measure
UTIL-2: Have sufficient water supply available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	<ul style="list-style-type: none"> None Required
UTIL-3: 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?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2) Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a])
UTIL-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS/M	<ul style="list-style-type: none"> None Required
UTIL-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS	<ul style="list-style-type: none"> None Required
4.20 Wildfire		
<p>WF-1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: that is:</p> <ol style="list-style-type: none"> Would the project impair an adopted emergency response plan or emergency evacuation plan? Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? 	LTS	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.21 Mandatory Findings		
<p>MFS-1: 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, 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?</p>	<p>LTS/M</p>	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.
<p>MFS-2: Have impacts that are individually limited, but cumulative considerable? (“Cumulative 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)?</p>	<p>LTS/M</p>	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.
<p>MFS-3: Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<p>LTS/M</p>	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Midway Village area is being proposed for redevelopment as part of the proposed project. Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for HACSM. Additionally, an existing park, Bayshore Park, is currently located directly northeast of the Midway Village area and will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough-graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HSCSM currently administers several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

2.1.1 Project Location

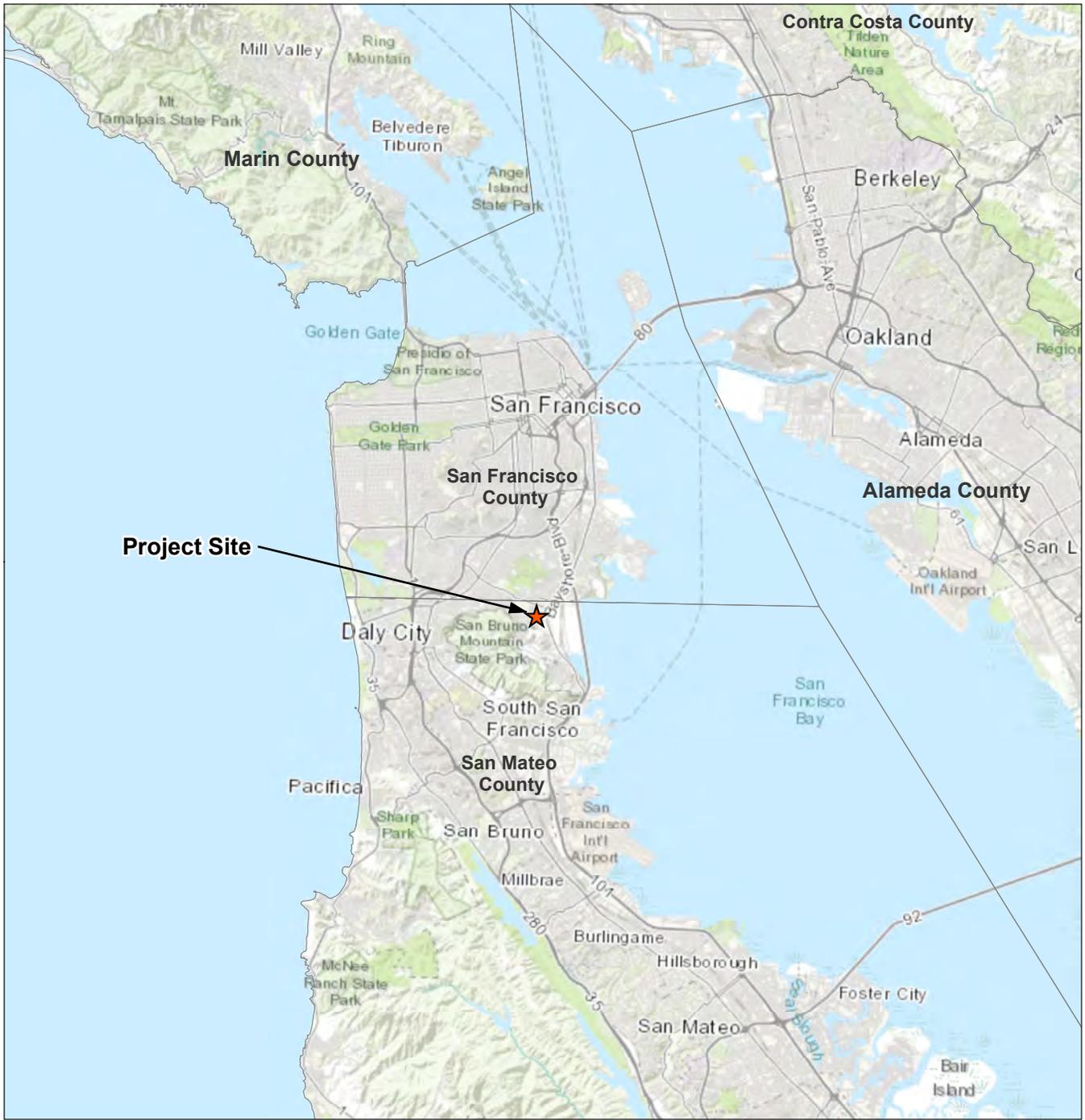
The proposed project is located within the City, in San Mateo County (See Figure 2.1-1) and includes the Midway Village area and the Bayshore Park (project site). The project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site (See Figure 2.1-2). The project site is approximately 15 acres and comprises the following 39 San Mateo County Assessor’s Parcel Numbers (APNs):

005-330-020	005-330-100	005-330-180	005-330-260	005-330-340
005-330-030	005-330-110	005-330-190	005-330-270	005-330-350
005-330-040	005-330-120	005-330-200	005-330-280	005-330-360
005-330-050	005-330-130	005-330-210	005-330-290	005-330-370
005-330-060	005-330-140	005-330-220	005-330-300	005-330-380
005-330-070	005-330-150	005-330-230	005-330-310	005-330-390
005-330-080	005-330-160	005-330-240	005-330-320	005-330-400
005-330-090	005-330-170	005-330-250	005-330-330	

2.1.2 General Plan and Zoning

The 37 parcels on the project site have a General Plan land use designation of High Density Residential (R-HD); two parcels (005-330-330 and 005-330-390) in the northeast corner of the project site have a General Plan designation of Public Park (PP) that encompass the existing Bayshore Park. All of the 39 parcels are zoned as a Multiple Family Residential District (R-3).

This page left intentionally blank.



Project Site



- Legend**
-  Project Site
 -  County Boundary

Figure No. **2.1-1**
 Title **Regional Location**

Client/Project
 City of Daly City
 Midway Village Redevelopment Project

Project Location
 Daly City, CA 185704589

0 2 4
 Miles

1:250,000 (at original document size of 8.5x11)

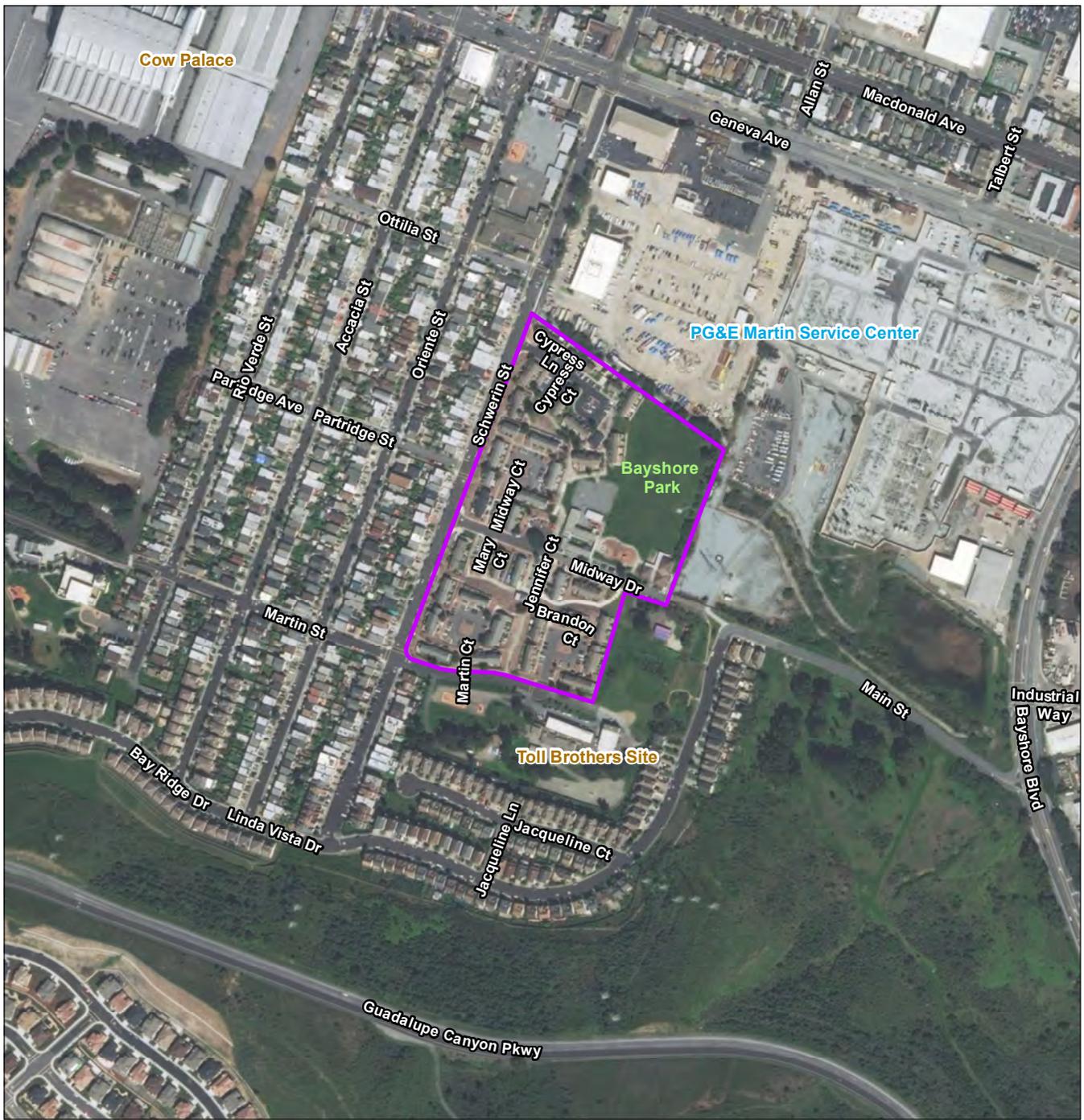



Notes

1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: National Geographic, Esri, Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

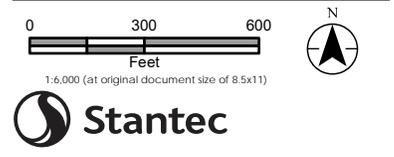
This page left intentionally blank.



Legend
 Project Site

Figure No. 2.1-2
 Title Project Site Location
 Client/Project City of Daly City
 Midway Village Redevelopment Project
 Project Location Daly City, CA 185704589

Notes
 1. Coordinate System: NAD 1983 StatePlane California III
 FIPS 0403 Feet
 2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers
 Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



This page left intentionally blank.

General Plan Land Use Designation

The General Plan defines High Density Residential (R-HD) and Public Park (PP) as the following:

High Density Residential

This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre. The proposed project is located within the Bayshore planning area that was annexed into Daly City in 1963. The Bayshore neighborhood primarily consists 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 (City of Daly City 2013). Since the high density residential land use designation allows between 35.1 and 50 dwelling units per gross acre, this would amount to a maximum of 587 units for the 11.75 acres, which is consistent with the 555 units proposed for the proposed project.

Public Park

This land use designation applies to all developed public open space, including all state, regional and local parks and city-maintained tot lots, that provides recreational opportunities to the community.

The project site includes Bayshore Park, which provides open space and playgrounds for recreational use in the area. Additionally, common areas would be incorporated into the proposed project to provide for additional open and recreational space (see Section 2.3.3, Recreational Areas, for more detail regarding Bayshore Park).

The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designations from one portion of the project site to another, within the entirety of the site (See Figures 2.1-3 and 2.1-4). As such, a General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment (the Applicant has also reserved the right to request the relocation as a concession under the Density Bonus Law).

Zoning

The City Zoning Code identifies the project site as Multiple-Family Residential District (R-3) (City Code section 17.12). Uses permitted in this district include the following, as shown in Table 2.1-1 below:

Table 2.1-1: Table of Permitted Uses

Uses Permitted	Use Permit	Maximum Height (feet)	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Maximum Lot Coverage	Minimum Front Yard (feet)	Minimum Rear Yard (feet)
Multiple-Family Dwelling	No	36	3,000-2,500	33-25	75%	15	10
Motel, professional office, rest home, boardinghouse	Yes	-	-	-	-	-	-

This page left intentionally blank.



Legend

- Project Site
- Existing General Plan Land Use Designation**
- High Density Residential
- Public Park

Figure No. 2.1-3
 Title Existing General Plan Land Use Designations
 Client/Project City of Daly City
 Midway Village Redevelopment Project
 Project Location Daly City, CA 185704589

Notes

1. Coordinate System: NAD 1983 StatePlane California III FIPS 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

0 100 200
 Feet

1:2,262 (at original document size of 8.5x11)

This page left intentionally blank.



Legend

- Project Site
- Proposed General Plan Land Use Designation**
- High Density Residential
- Public Park

Figure No. **2.1-4**
 Title
Proposed General Plan Land Use Designations
 Client/Project
 City of Daly City
 Midway Village Redevelopment Project
 Project Location
 Daly City, CA 185704589

Notes
 1. Coordinate System: NAD 1983 StatePlane California III
 FIPS 0403 Feet
 2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

0 100 200
 Feet
 1:2,263 (at original document size of 8.5x11)

This page left intentionally blank.

R-3 zoning allows for one unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land. Accordingly, the proposed 555 units would be consistent with this requirement.

State Density Bonus Law

The following waivers are being requested because without them, the applicable requirements would physically preclude construction of the units to which the project is entitled to the State Density Bonus Law (Government Code Section 65915):

Multifamily Rental Units:

- The maximum height required for the site would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite.
- The front setback under R-3 zoning would be reduced to zero; however, the proposed buildings generally would have a 5-foot setback from adjacent parcels.

Townhome Units:

- Minimum lot would be lowered from 3,000 square feet to 1,100 square feet per unit.
- The front yard setback would be lowered from 15 feet to 8 feet.
- The minimum lot width would be lowered from 33 feet to 20 feet.
- The maximum lot coverage would be raised from 50 percent to 70 percent.
- The maximum height would be raised from 30 feet to 55 feet.

2.2 EXISTING SITE CONDITIONS

The existing Midway Village area is located in an urban area and is currently developed with 3 one-story and 34 two-story structures. Most of these structures include residential dwelling units with additional structures for a child-care facility and a play area. There are currently 477 residents living on the project site and 109 students enrolled at the Bayshore Child-Care Center, which is operated by Peninsula Family Services. The Bayshore Child-Care Center is a daytime-only facility that operates from 7 AM to 6 PM with 24 employees. There are also seven employees at the San Mateo County Housing Authority offices, which are located on the project site at the end of Midway Drive.

Bayshore Park is 3.3 acres and includes an open grass area, play structures, and basketball courts. There are six existing roadway courts in the Midway Village area including Martin Court, Brandon Court, Jennifer Court, Mary Court, Midway Court, and Cypress Lane. These areas have clusters of existing multi-family units and marked parking spaces. Sporadic landscaping also occurs throughout the development with a mix of trees, shrubbery, and grasses. Walking pathways connect the residential units together and provide access throughout the development.

2.2.1 Surrounding Land Uses

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the General Plan, located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. The project site is surrounded by the following land uses:

- **North and East:** A PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area.

- **South:** A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- **West:** Mixed single and multi-family residences.

2.2.2 Site History

The Midway Village area is listed as a certified cleanup site on the Department of Toxic Substance Control (DTSC) EnviroStor database. A Phase I Environmental Site Assessment (ESA) was prepared for the project site. The site history from this Phase I ESA is summarized below:

From approximately 1906 to 1916, a manufactured gas plant (MPG) operated on what is today the PG&E Martin Service Center property located directly north of the project site. This plant used crude oil to create gas used for lighting. This process produced a waste material called lampblack that contained polycyclic aromatic hydrocarbons (PAHs), which impacted soils where the plant existed. In 1944, the federal government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, approximately 20,000 cubic yards (CY) of soils contaminated with MPG waste was used to fill low-lying areas prior to construction of the housing, as the health effects associated with MPG waste were unknown.

In 1976, the Navy housing was demolished, and the Midway Village Housing Complex was built a year later (Midway Village area). In 1977, the City of Daly City created Bayshore Park on the property immediately adjacent to and northeast of the Midway Village area. It wasn't until 1990 that the Department of Toxic Substances Control (DTSC) became aware of the contamination in and around the Midway Village area, as well as the Bayshore Park area and the child-care facility.

Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 90s. In 1993, the DTSC approved a cleanup and Remedial Action Plan (RAP) for the Midway Village area, which included soil removal of the top 2 to 5 feet of soils in select areas (approximately 2,983 CY of material) followed by capping of these areas with 2 to 5 feet of clean soil, concrete patios, asphalt, or walkways. This work was completed by 1994. Then in 1998, DTSC approved a similar plan for Bayshore Park.

Until recently, investigative activities were concentrated on PAHs and metals in shallow and semi-shallow soil. Other parameters in soil have, until recently, also been evaluated to a lesser extent, including volatile organic compounds (VOCs), metals, cyanide, and phenols. In accordance with Engineering/Remediation Resources Group's (ERRG's) *Midway Village/Bayshore Park Remediation Project Workplan* dated 5 September 2002, PAH-contaminated soil that exceeded clean up levels at depth was removed from portions of Midway Village in the area north of Midway Drive (Village North) and Bayshore Park. A durable cover consisting of two to five feet of clean soil, landscaping with a minimum of two feet of clean soil, or hardscapes including concrete building pads, concrete or asphalt walkways, patios, and roadways (cap) was placed over areas of remaining contamination, generally consisting of the entire Bayshore Park and isolated locations in the vicinity of Buildings 22 through 24, 28, 29, and 31 through 35 (ERRG, 2002). Analytical data for five sources of backfill were provided to DTSC for approval prior to cap (soil) placement (ERRG, 2002).

Multiple Village North parcels and Bayshore Park are subject to three DTSC Land Use Covenants (LUCs), recorded on September 24, 1998 (1998 LUC),¹ October 17, 2002 (2002 LUC),² and November 23, 2010 (2010 LUC),³ together with the 1998 LUC and 2002 LUC, the Existing LUCs) to prevent human direct contact with soil without agency oversight. The portion of Midway Village located south of Midway Drive (Village South), and some parcels on Village North are not subject to Existing LUCs. The areas covered by the Existing LUCs (i.e., Midway Village North parcels and Bayshore Park) are subject to requirements of Operations and Maintenance (O&M) Agreements with the DTSC. The O&M Agreements outline requirements for the cap inspection, maintenance, and reporting (SCS Engineers, 2017). The 2002 LUC is recorded on the land underlying Bayshore Park and contains a prohibition on residential use. Neither the 1998 LUC nor the 2010 LUC contain this restriction. The Existing LUCs are discussed in further detail in Section 4.9.1 hereof.

Since December of 2018, 3 soil gas sampling events have been conducted at the Site under the oversight of the DTSC. In December of 2018 and April of 2019, soil gas testing was performed at the Village North portion of the Site and on November 9, 2018, soil gas testing was performed at the Village South portion of the Site. The soil gas sampling revealed elevated concentrations of VOCs in soil gas at the Site with the exception of Village South. The Project Applicant, County and the City are working with the DTSC to develop appropriate measures to ensure that site conditions will be maintained in a manner protective of human health and the environment, including future Site users. These measures, as well as the results of this sampling, are discussed in further detail in Section 4.9.1 hereof.

2.3 PROJECT CHARACTERISTICS

The proposed project is a mixed-use redevelopment project consisting of residential development, parking spaces, child-care services, a community center, ancillary office space, a revised street system, and open space/recreational uses. The project site totals approximately 15 acres. The proposed project would include 555 total residences, 746 parking spaces, up to 3.5 acres of City-owned park (Bayshore Park), a child-care center, a community center, office space for property management and other ancillary services, and various other open space/recreational elements such as picnic and exercise areas. Currently, the 150 residential units in the Midway Village area consist of 150 very low-income affordability units. The 555 residential units under the proposed project would consist of 104 extremely low-, 170 very low-, and 254 low-income affordability units to allow for low-income families. The remaining 27 units would consist of 7 units for onsite property managers, and the remaining 20 units would consist of for-sale townhomes that would be sold below market rate. Building heights would vary between one and four stories, with a maximum height of 60 feet. Figures 2.3-1 through 2.3-3 show the overall layout of the proposed project features.

The residences would be a mix of apartments including 92 studios, 116 one-bedroom apartments, 190 two-bedroom apartments, 133 three-bedroom apartments, and 24 four-bedroom apartments. The proposed project (including these residences) would be constructed in four phases, which would include demolition of existing structures, and relocation of current residents and the child-care facility onsite as each phase is underway. Table 2.3-1 below shows the proceeding logical development of these phases while Figures 2.3-4 and 2.3-5 depict the demolition and construction phases, respectively.

¹ The land subject to the 1998 LUC consists of APNs 005-330-250, 005-330-260, 005-330-270, 005-330-340, 005-330-350, 005-330-360, 005-330-370, and 005-330-380.

² The land subject to the 2002 LUC consists of APNs 005-330-330 and 005-330-390.

³ The land subject to the 2010 LUC consists of APNs 005-330-280, 005-330-290, 005-330-300, and 005-330-310.

Table 2.3-1: Proposed Tentative Phasing Overview

Phase	Activity	
Phase 1	Demolition	<ul style="list-style-type: none"> Demolition of San Mateo County Housing Authority offices only
	Construction	<ul style="list-style-type: none"> 29 studio apartments 24 one-bedroom apartments 56 two-bedroom apartments 30 three-bedroom apartments 8 four-bedroom apartments Garage A
Phase 2	Demolition	<ul style="list-style-type: none"> Demolition of 46 residences 46 families relocated to Phase 1
	Construction	<ul style="list-style-type: none"> 27 studio apartments 37 one-bedroom apartments 32 two-bedroom apartments 28 three-bedroom apartments 4 four-bedroom apartments Bayshore Child-Care Center
Phase 3	Demolition	<ul style="list-style-type: none"> Demolition of existing child-care center Demolition of 56 residences 56 families relocated to Phase 1 and Phase 2
	Construction	<ul style="list-style-type: none"> 18 studio apartments 27 one-bedroom apartments 49 two-bedroom apartments 40 three-bedroom apartments 6 four-bedroom apartments Community center Garage D
Phase 4	Demolition	<ul style="list-style-type: none"> Demolition of 18 residences 48 families relocated to Phase 1, 2, and 30 families relocated to Phase 4
	Construction	<ul style="list-style-type: none"> 18 studio apartments 28 one-bedroom apartments 53 two-bedroom apartments 35 three-bedroom apartments 6 four-bedroom apartments Park rough-graded and returned to the City of Daly City Park redeveloped by City of Daly City
Total Residences		555

The proposed project is anticipated to be developed over a 6-year period; however, based on market conditions, phasing could be spaced out significantly up to 15 years. For the purposes of this analysis, a conservative approach concentrating the construction into a 6-year period was used. Each of the four phases of development would include demolition of a portion of the existing buildings onsite followed by new building construction. Existing tenants would only need to move one time during redevelopment, directly into their new units. Construction of the new child-care facility would occur early in the development process (Phase 2) to ensure that the students are relocated and settled as early as possible in the process.



Y:\gis\templates\stanc\stanc_a_1_Horizontal\Bar_TitleRight.mxd Revised: 2020-01-13 By: kaeibhson



Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-1

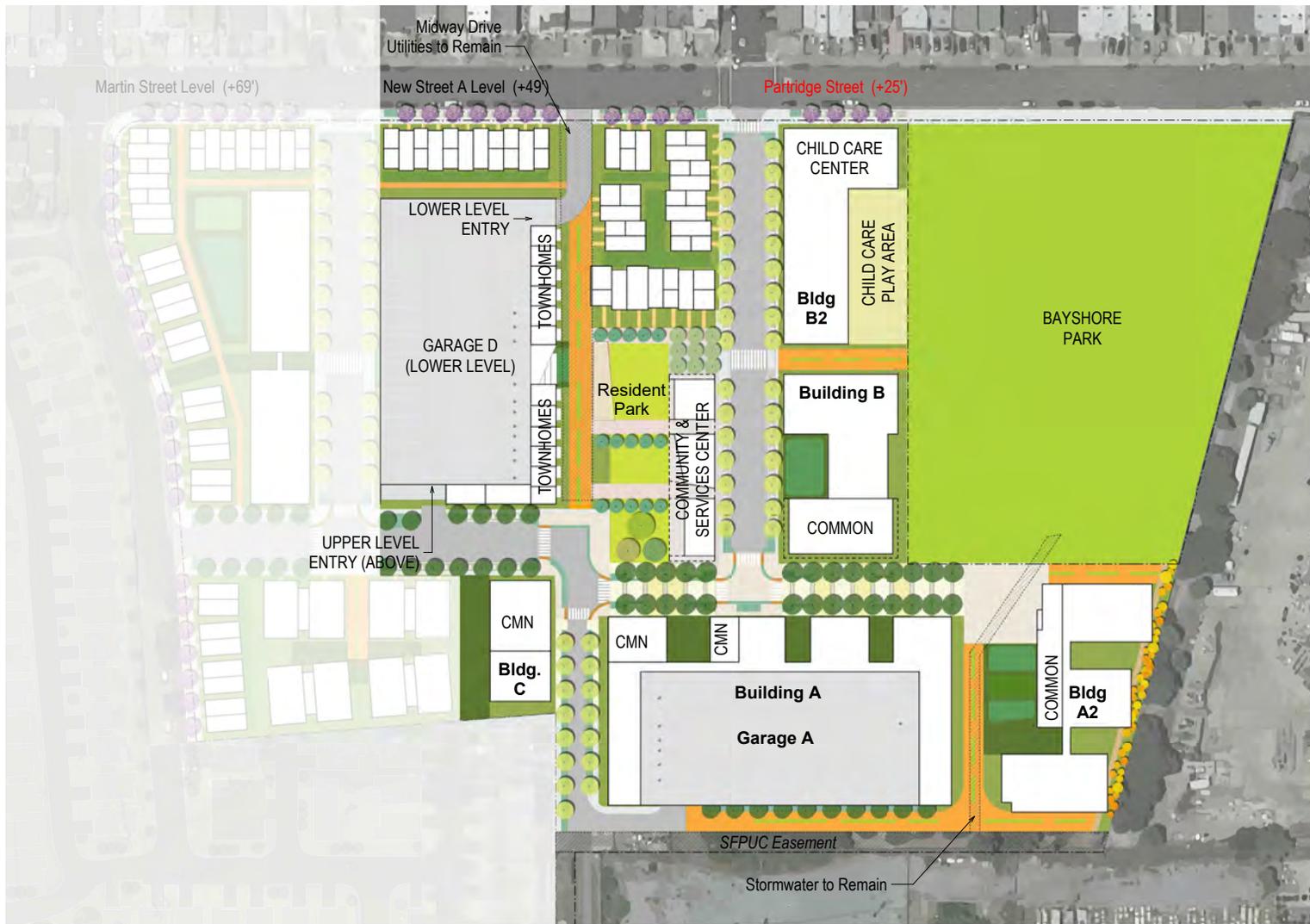
Title
Project Site Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.



Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Figure No. **2.3-2**
 Title **Project Site Plan**
 Client/Project City of Daly City
 Midway Village Redevelopment Project
 Project Location Daly City, CA 185704589

Source: David Baker Architects
 Date: September 18, 2019

This page left intentionally blank.



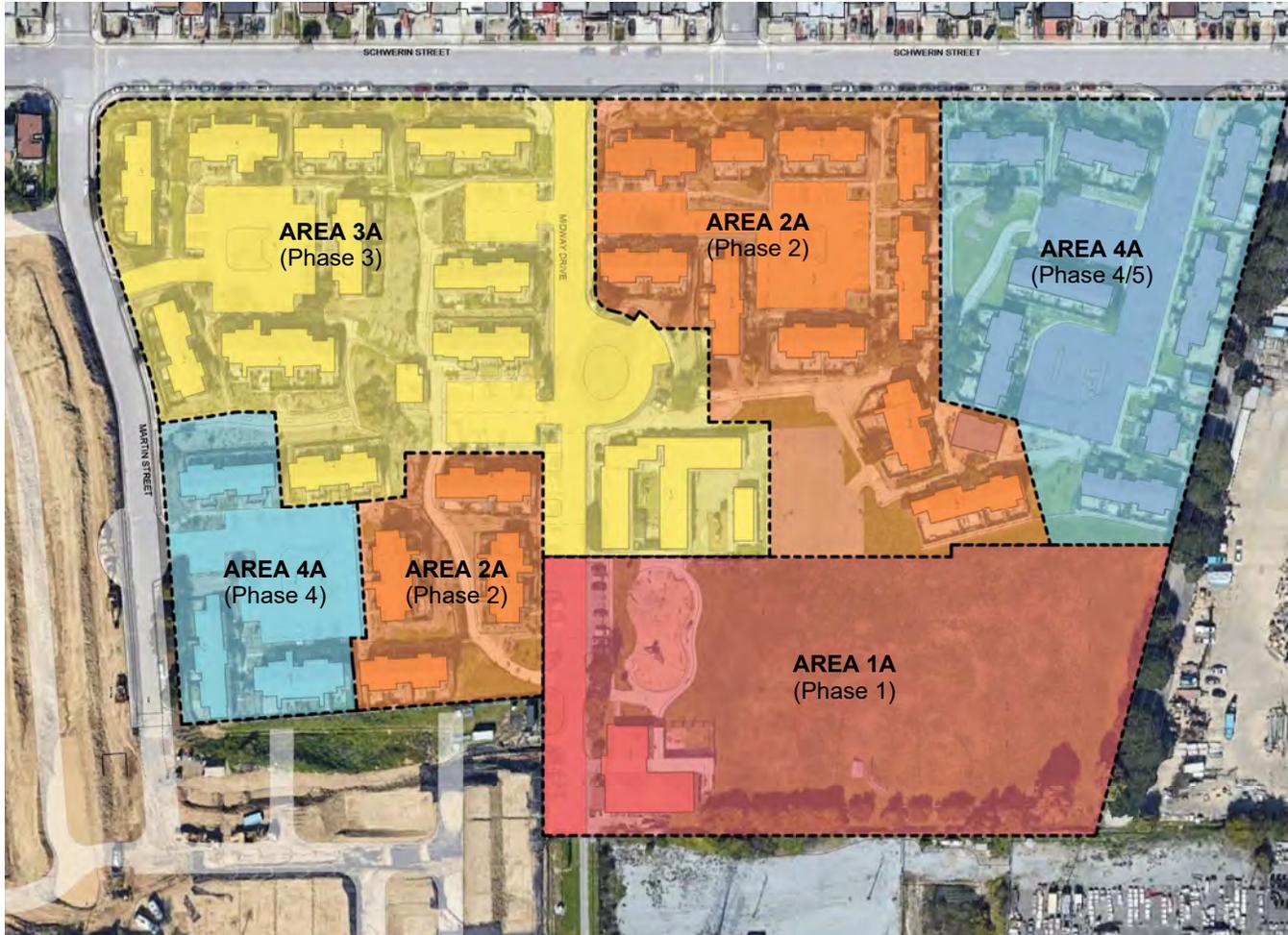
Y:\gis\templates\stanc\stanc_a_l_Horizontal\Bar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-3
Title
Project Site Plan
Client/Project
City of Daly City
Midway Village Redevelopment Project
Project Location
Daly City, CA 185704589

This page left intentionally blank.



Demolition

- Demo Phase 1
- Demo Phase 2
- Demo Phase 3
- Demo Phase 4
- Demo Phase 5

Y:\gis\templates\stanc\stanc_a_1_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-4

Title
Demolition Phasing Plan

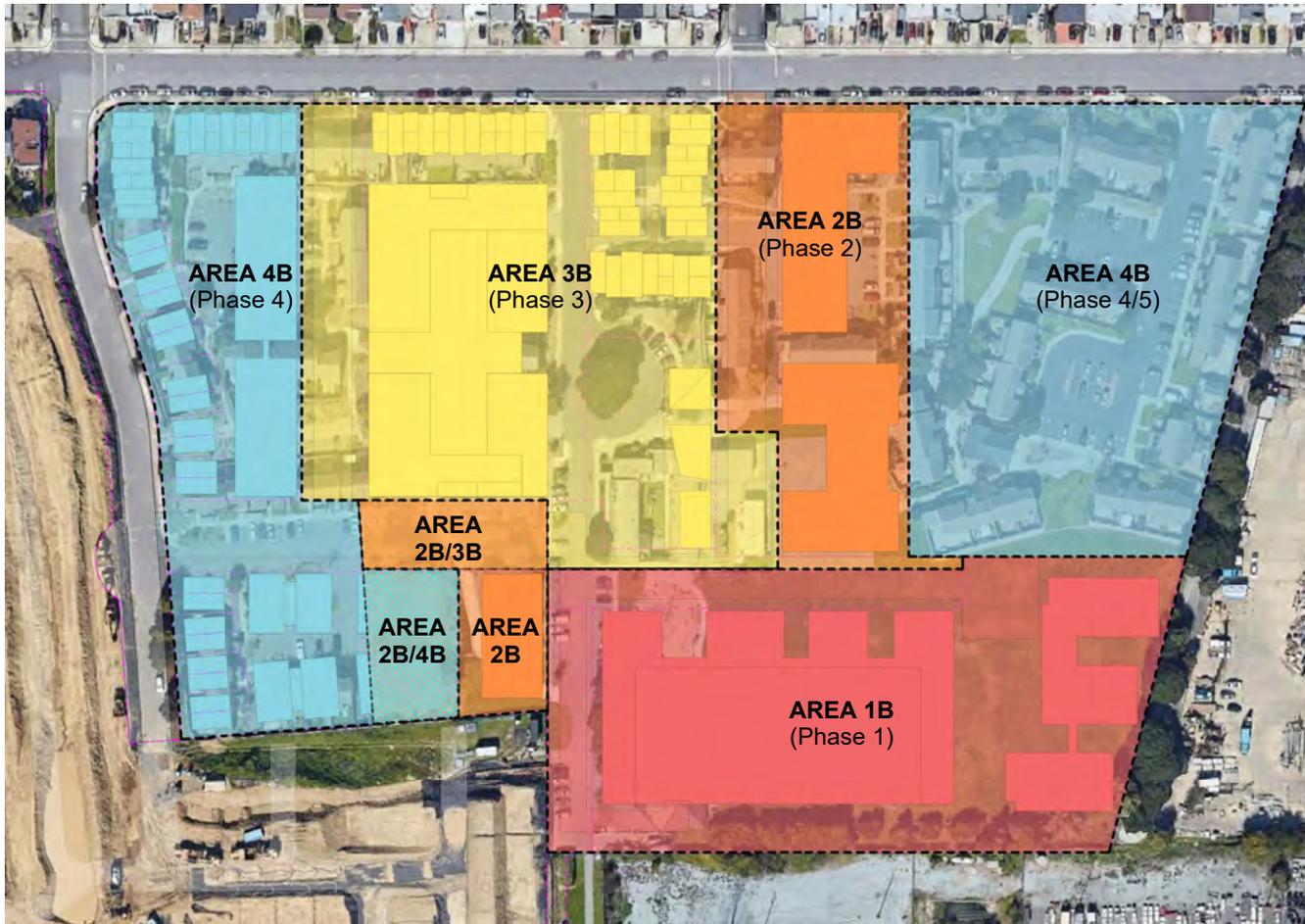
Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



NEW CONSTRUCTION

- New Construction Phase 1
- New Construction Phase 2
- New Construction Phase 3
- New Construction Phase 4
- Park Returned to City



Figure No.
2.3-5

Title
Construction Phasing Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

Source: David Baker Architects
Date: September 18, 2019

This page left intentionally blank.

The Midway Village area currently consists of 172,500 square feet (sf) of residential, office, and child-care space. The total square footage for the proposed project would be 881,600 sf of mixed residential, office space, common space, a child-care facility, and a community center. The office space is included within the community center space. The breakdown of square footage of each structure under the proposed project is included in Table 2.3-2.

Table 2.3-2: Square Footage of Proposed Structures

Building	Building Type	Square Feet (sf)	Total Square Feet (sf)
Building A	Common A	4,690	237,100
	Garage	152,592	
	Residential	72,690	
	Residential Townhome	7,128	
Building A2	Common A2	4,691	73,512
	Residential	68,821	
Building B	Common B	5,720	68,965
	Residential	63,245	
Building B2	Child-care	16,760	50,280
	Residential	33,520	
Building C	Common C	4,230	28,920
	Residential	24,690	
Community Center	Community Center/Office Space	5,100	5,100
Building D	Common D	4,446	191,197
	Garage	88,432	
	Residential	86,419	
	Residential Townhome	11,900	
Building E	Common E	2,627	51,386
	Residential	48,758	
Building F	Residential	51,180	51,180
Townhome	Residential Townhome – Martin	12,600	85,560
	Residential Townhome – Park	27,000	
	Residential Townhome – Schwerin	45,960	
Townhome For Sale	Townhome- For Sale – Martin	38,401	38,401
Total			881,600

2.3.1 Employment and Future Residents Estimate

Currently there are 31 employees located onsite at both the child-care and office facilities. It is estimated that approximately 15 to 20 additional employees would be needed onsite, depending on the type of special needs populations ultimately served (e.g., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility and Community Center and would provide property management services for the residential units in the development. Employees for maintenance of Bayshore Park would be City employees and are not included in the estimated 15 to 20 employees for the remainder of the project site.

Consistent with the General Plan EIR assumptions and the United States Census Bureau (USCB), the analysis used an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012, USCB 2019). Accordingly, 95 percent of the 555 units would be 527 units, resulting in 1,739 residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,262 new residents. However, for the purposes of this analysis, a more conservative approach of 100 percent occupancy was used which would result in 1,832 total residents, or 1,355 new residents.

2.3.2 Landscaping

Although there is currently some landscaping on the project site, including existing trees and vegetation, this landscaping would be removed during each respective demolition phase and redeveloped as part of the proposed project. Any tree that would be removed and is within public property would be required to comply with Sections 12.40.120 and 12.40.140 of the City's Municipal Code related to tree removal permits and replacement trees⁴. Landscaping for the proposed project would include pavers for stormwater infiltration, native plant stormwater swales, and shade trees. These landscaping features would provide pedestrian-friendly frontages throughout the project site. Additionally, the open spaces in the housing portions of the project site would have planters to manage stormwater. Finally, street frontage and setback areas would have flower plantings and sidewalk shade trees. Figure 2.3-6 shows an overview of the landscaping anticipated for the proposed project, as well as the recreational areas, which are discussed in further detail below.

2.3.3 Recreational Areas

The Midway Village area currently does not incorporate many recreation or common areas in between the residences beyond what currently is provided by Bayshore Park. The proposed project would include various recreation areas that would provide opportunities to foster community and interaction with open space throughout the project site. These residential areas are for residential use only, with the exception of Bayshore Park, which would be open to the public. These recreational areas are split into six different areas: The Garden, The Family Room, Residents Park, Residents Garden, Family Court, and Bayshore Park. These six areas are described in further detail below and shown on Figure 2.3-6.

The Garden

The Garden would be approximately 7,000 sf of open space located in the southwest portion of the new development, west of Building E. This area would include a community garden for use by the residents and an exercise deck.

The Family Room

The Family Room will be approximately 17,000 sf and would be located in the center area of the new development and would be surrounded on the west, north, and east of Building D. This area includes a multi-use lawn, a tot play area, and an outdoor dining area.

⁴ The City's Municipal Code 12.40.140 requires replacement trees to be a minimum of two 24-inch box size (the combined canopy of which is approximately 10 percent of the average street tree canopy in the City or replacement canopy of 17 sf). If it is determined that replacement trees cannot be planted in the same frontage, costs for two trees, each 24-inch box size, plus labor for planting, shall remain in effect. This replacement tree shall be planted on specified alternate public property.

V:\1857\active\1857\04589\03_data\avis\mxd\fig_x_graphics_template.mxd Revised: 2020-01-13 By: kaejohnson

The Garden

-  COMMUNITY GARDEN
-  EXERCISE DECK

The Family Room

-  MULTI USE LAWN
-  TOT PLAY AREA
-  OUTDOOR DINING AREA

Residents Park

-  OUTDOOR DINING AREA
-  MULTI USE LAWN
- PLAZA
- TERRACE SEATING
- PLAY AREA

Residents Garden

-  MEDITATION GARDEN
-  OUTDOOR DINING AREA

Family Court

-  PICNIC AREA
-  PLAY AREA



Figure No.
2.3-6
 Title
Recreational Areas and Landscaping
 Client/Project
 City of Daly City
 Midway Village Redevelopment Project
 Project Location
 Daly City, CA 185704589

Source: David Baker Architects
 Date: September 18, 2019

This page left intentionally blank.

Residents Park

The Residents Park would be approximately 18,000 sf located in the center area of the new development, west of the new community center. This area would include an outdoor dining area, a multi-use lawn, a plaza, terrace seating, and play area.

Residents Garden

The Residents Garden would be approximately 2,500 sf located in the northern portion of the new development and would be surrounded on the northeast, and south by Building B. This area would include a meditation garden and an outdoor dining area.

Family Court

The Family Court would be approximately 6,000 sf and would be located in the northeastern portion of the new development, west of Building A2. This area would include a picnic area and a play area.

Bayshore Park

Bayshore Park is an existing City park adjacent to the existing Midway Village area. As described, the park would maintain its existing purpose; however, it would be relocated within the new Midway Village Redevelopment to the northern most portion of the project site. The proposed project would include grading activities and installation of utility connections associated with the new park; however, development of the park would be the responsibility of the City. As such, though development of the park is not included in the Applicant's proposed project, the re-grading of the new Bayshore Park location is included in the resource analyses in Section 3.0. For the purpose of the environmental analysis, a conceptual design is presented in Figure 2.3-6. This conceptual design has been developed to anticipate final design, and this SCEA will consider the greatest environmental impact. Future improvements at the park may include, but are not guaranteed to include, a 55,800 sf soccer field, a 3,825 sf tennis court, a 6,600 sf playground, a 10-foot-wide jogging path with workout stations around the perimeter of the park, restrooms (1,300 sf), and up to 45 additional shared parking spaces (12,500 sf). Other variations of the park design could include a soccer field (362 feet by 482 feet), a smaller playground structure (600 sf), and the addition of two basketball courts (each 185 feet by 136 feet) and two tennis courts (each 170 feet by 91 feet). The final design and development of the park would be subject to City standards including the City's Municipal Code at the time of development.

For the purposes of analysis in this SCEA, the 'worst case' assumption or highest possible impact for Bayshore Park has been used to quantify potential environmental impacts related to environmental resource considerations. Environmental resource areas' impacts would depend on the resource category. Park features that have the greatest impact area, or most impervious surface (i.e., two basketball courts, and two tennis courts, largest playground, etc.) would require more intensive construction activities and would result in long-term operational impacts. For a conservative assumption, this analysis assumes 24,225 sf of total impervious surface within the redeveloped Bayshore Park. For other resource areas, such as utilities, the greatest impact would occur if more water is required to supply the restroom, a larger open field, or more landscaping. A conservative assumption for this analysis assumes 10,404 gallons of water per day would be required for Bayshore Park irrigation once it is developed, which represents a net decrease from existing conditions of 11,404 gallons of water per day. However, the addition of restrooms at the newly developed Bayshore Park would result in an additional 976 gallons per day of water. No water features or water associated recreational uses beyond irrigation and landscaping are assumed for the proposed project. Impacts related to construction truck trips and the air quality analysis would be greatest if more intensive

construction activities are required for the development of the park. A conservative assumption for this analysis assumes up to 2 feet of grading for the entire Bayshore Park (up to 3.5 acres) and approximately 25 percent of the total surface area of the park would require cement surfaces (i.e., from the tennis courts, basketball courts, parking, etc.).

2.3.4 Vehicular Access

Four main access points located within the project area would connect the project site to the larger circulation system within the City. Midway Drive and two new access streets would provide public access from Schwerin Street to the center portions of the Midway Village Redevelopment. On the southern edge of the development, a new street access would be created from the existing Martin Street. Pedestrian access through the new development would be differentiated by the patterned concrete and raised sidewalks throughout the site that would connect with the City's existing sidewalk structure along the southern and western property boundaries. The relocated Bayshore Park would be accessed from Schwerin Street.

Streets would typically be 20 to 36 feet wide and would include two-way travel and parking on either side of the street. Sidewalks would be approximately 12 feet wide and would include landscaping and fire hydrants.

2.3.5 Parking

The proposed project meets the Zoning Ordinance requirements (City Municipal Code Section 17.34.020[D]), which allows low income housing to provide at least three-quarters of the normally required number of spaces. All parking would be located aboveground. The breakdown of parking is included in Table 2.3-3 below and shown on Figure 2.3-7.

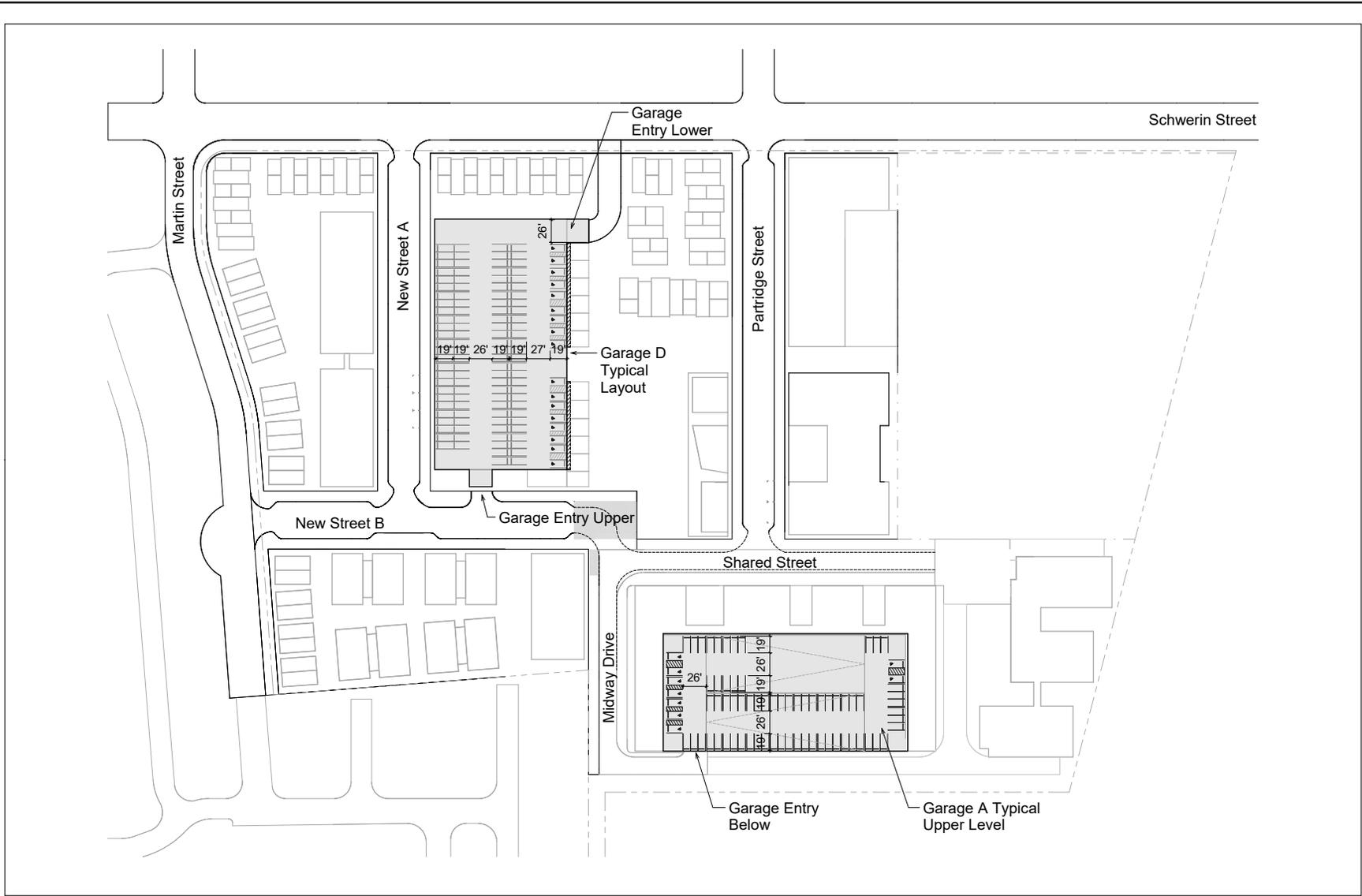
Table 2.3-3: Parking

Structure or Location	Number of Spaces
Garage A	378
Garage D	250
Child-care Loading Parking	13
Resident Assigned Spaces	60
Resident Loading Spaces	5
Ownership Space	40
Total	746

2.3.6 Aesthetics and Design

Based on the General Plan and City Zoning Ordinance, the proposed project is consistent with the surrounding area; however, the proposed project would be subject to a Design Review by the City to ensure that the proposed project is consistent with existing features in the surrounding area and City code requirements. The proposed project would allow for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of the City, which are well-served by public transportation. The maximum height for the proposed buildings would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite, which would be consistent with the City's Municipal Code.

Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
 Date: September 18, 2019

Figure No. **2.3-7**
 Title **Parking Plan**
 Client/Project City of Daly City
 Midway Village Redevelopment Project
 Project Location Daly City, CA 185704589

This page left intentionally blank.

The proposed project design would complement the existing design and appearance of the adjacent commercial and residential area. The buildings would be highly articulated on all four sides to maximize architectural interest and minimize building massing. Bayshore Park would be designed similar to the existing park on the site; however, the park would be relocated within the project site and would include improvements such as a jogging path, workout station, and ball fields/courts, which would depend on the final approved design by the City (see Section 2.3.3, Recreational Areas, for more details regarding the design of Bayshore Park).

The proposed project has been designed with a number of architectural treatments and changes in plane and volume. Building exteriors would consist of materials such as stucco, fiber cement siding, fiber cement panels, brick veneer, metal panels, storefront windows, vinyl windows, metal awnings, metal railings, glass railings, and metal louvre. Renderings of the proposed project and overall design are shown in Figures 2.3-8 through 2.3-11. Additionally, the proposed project would require a maximum of 50 new fire hydrants per the California Fire Code and City design standards (Section 6.02.C).

2.3.7 Alternative Transportation

Existing transit service to the project site is provided by the San Francisco Municipal Transportation Agency (MUNI), San Mateo County Transit District (SamTrans), Caltrain, and Bay Area Rapid Transit (BART) as described in Section 4.17, Transportation. As shown in Figure 2.3-12, MUNI provides bus service near the project site via Route 9, which travels between Daly City and San Francisco. The closest MUNI bus stop to the project site is located on Schwerin Street at MacDonald Avenue, approximately 0.30 mile north of the site. SamTrans provides bus service near the project site on Geneva Avenue via Routes 24 and 29 on school days. SamTrans Route 292, an express bus, is located approximately 1.5 mile away; Route 397 provides limited “night owl” service between downtown San Francisco and the Palo Alto transit center, with service to San Francisco International Airport. From the Palo Alto transit center, connections are provided to Santa Clara Valley Transit Authority (VTA). The route serves Daly City, with the stop at Bayshore Boulevard and Geneva Avenue, located approximately 0.65 mile away.

The Daly City Bayshore Shuttle operated by SamTrans provides free shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a connection to the Balboa BART station. The shuttle has a stop immediately fronting the site, at the intersection of Schwerin Street and Martin Street. The Bayshore/Brisbane Senior Shuttle is operated by SamTrans and the San Mateo County Transportation Authority. It operates similarly to a paratransit service except that it circles on a fixed route between Bayshore Caltrain Station and South San Francisco (with connections to other SamTrans bus routes) until it receives a call to book a trip.

The Caltrain station nearest to the project site is the Bayshore Station, which is located approximately 1.5 miles from the project site, on Tunnel Avenue at the border of Brisbane and San Francisco. The nearest BART station is the Balboa BART station, located approximately 2.25 miles northwest of the project site. Trains run on approximately 15-minute headways during commute hours.

This page left intentionally blank.



Y:\gis\templates\stanc\stanc_a_1_Horizontal\Bar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-8

Title

Uphill Rendering

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

This page left intentionally blank.



Project Site

Y:\gis\templates\stanc\stanc_a_1_Horizontal\Bar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-9

Title

Downhill Rendering

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

This page left intentionally blank.

Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-10

Title

Rendering of Community Square

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

This page left intentionally blank.



V:\1857\active\185704589\03_data\avis\mxd\fig_4_graphics_template.mxd Revised: 2020-01-13 By: kraljohnson



Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-11

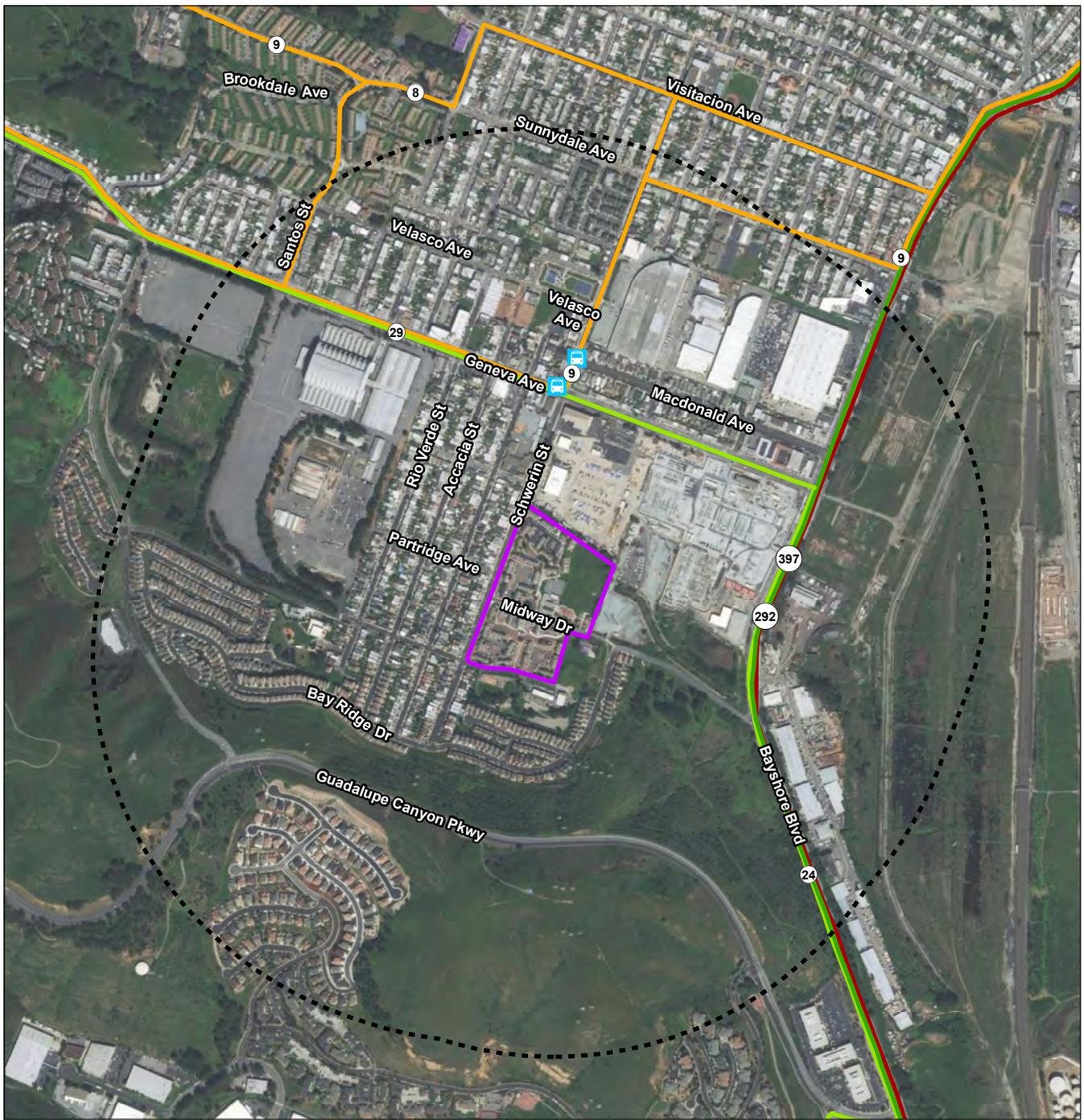
Title
**Rendering of Schwerin St. and
Partridge St. Intersection**

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.



Legend

- Closest Muni Stop
- Project Site
- 0.5 mile Buffer
- Nearby Transit Routes**
- San Francisco Muni Routes
- SamTrans School-day Only Routes
- SamTrans Routes Connecting to Caltrain Station
- SamTrans Routes Connecting to BART and Caltrain stations

Figure No.
2.3-12

Title
Transit Priority Area

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA 185704589

Notes
1. Coordinate System: NAD 1983 StatePlane California III
FPS: 0403 Feet
2. Data Sources Include: bing - (c) 2010 Microsoft Corporation and its data suppliers

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



This page left intentionally blank.

2.3.8 Sustainability

The proposed project would incorporate a variety of operational sustainability features that would reduce its demand for resources, use non-toxic materials, and promote waste reduction, including but not limited to, the following:

- The 555 residential units would be within walking distance of multiple Daly City MUNI and SamTrans bus stops.
- Solar thermal or photovoltaic panels would be installed on the new buildings, which would reduce energy consumption requirements.
- Proximity to neighborhood-oriented retail services would reduce vehicle miles traveled.
- A majority of the garage spaces are provided in two parking structures, which allows for greater landscaping and green space, thereby reducing heat island effects.
- Energy efficiency improvements would be made for at least 10 percent efficiency above 2016 Title 24 standards.

2.3.9 Utilities

The City currently provides water and some utility service to the Midway Village area and Bayshore Park and would continue to do so under the proposed project. Bayshore Sanitary District (BSD) provides wastewater collection and pumping services for the project area. PG&E currently provides power and gas services to the project site and would continue to do so.

Water Supply

The project site is served by the City’s Department of Water and Wastewater Resources (DWWR). A large portion of the City’s water supply is received from the San Francisco Public Utilities Commission (SFPUC). Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is provided to the City whenever feasible. According to the General Plan, multi-family residential water consumption accounts for 30 percent and commercial accounts for 9 percent of total City water use.

Table 2.3-4 shows the proposed water supply needed to serve the proposed project. According to the water supply assessment (Appendix A), there would be sufficient water capacity to serve the proposed project.

Table 2.3-4: Water Supply

Proposed Project	No. of Units	Approximate Area ^a (ft ²)	Approximate Number of Occupants ^b	Land Use Classifications	Unit Water Demands ^{b,c}	Average Day Demands ^d AFY
Phase 1						
Building A/parking garage A	78	234,000 (86,000/148,000)	3.12	multiple-family residential	60 gpcd	16.4
Building A2	70	71,000	3.12	multiple-family residential	60 gpcd	14.7
Subtotal	148	305,000				31.0
Phase 2						
Building B	58	69,000	3.12	multiple-family residential	60 gpcd	12.2

Proposed Project	No. of Units	Approximate Area ^a (ft ²)	Approximate Number of Occupants ^b	Land Use Classifications	Unit Water Demands ^{b,c}	Average Day Demands ^d AFY
Building B2 (childcare center)	36	50,500	3.12	multiple-family residential	60 gpcd	7.5
Building C	34	29,000	3.12	multiple-family residential	60 gpcd	7.1
Townhomes	22	27,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	150	175,500				31.5
Phase 3						
Building D/parking garage D	95	192000 (103,500/88,500)	3.12	multiple-family residential	60 gpcd	19.9
Community center	-	5,500	-	multiple-family residential	0.135 gpsfpd	0.8
Townhomes	22	46,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	117	51,500				25.4
Phase 4						
Building E	65	60,000	3.12	multiple-family residential	60 gpcd	13.6
Building F	40	45,000	3.12	multiple-family residential	60 gpcd	8.4
Townhomes	15	12,600	3.12	multiple-family residential	60 gpcd	3.1
Townhomes (ownership)	20	39,000	3.12	single-family residential	60 gpcd	4.2
Subtotal	140	156,600				29.4
Buildout						
Park ^e	-	145,000 (72,500)	-	public park	0.135 gpsfpd	11.0
Proposed project total		761,100				128.2 *

Notes:

* The total projected demand for the Midway Redevelopment is approximately 128 AFY or about 114,000 gpd.

a. Approximate total building areas of all floor levels within the exterior walls provided by Applicant

b. Approximate number of occupants and unit water demands are from Near- and Long-Term Water Resources Planning (BC, 2012). Hotel: 60 gallons per day (gpd) per room. Theater/Restaurant/Gym: 0.135 gpsfpd

c. gpcd = gallons per capita per day; gpsfpd = gallons per square foot per day; gps = gallons per minute per sprinkler; gpd/rm = gallons per day per room

d. Average day demands converted to AFY (acre feet per year)

e. Water use for the proposed Bayshore Park is uncertain. Brown and Caldwell assumed 50% of total area as landscaping and applied a demand factor of 0.135 gpsfpd

Source: Brown and Caldwell 2020 (See Appendix A)

Wastewater

The project site is currently served by an 18-inch sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the Carlyle Pump Station located at 96 Industrial Way. This pump station has four 30 horse power pumps and the maximum capacity of this pump station with four pumps

running is 3,320 gallons per minute (gpm). Wastewater collection and pumping are provided by BSD and treatment is provided by the San Francisco Public Utilities Commission (SFPUC). No improvements are anticipated for the sewer lines.

Table 2.3-5 shows the existing and proposed increase (proposed minus existing use) in wastewater generated by the proposed project. According to calculations provided in Appendix B, there would be sufficient wastewater capacity to serve the proposed project.

Table 2.3-5: Wastewater Generated

Project Characteristic	Demand Factor ^{1, 2}		Existing Consumption ³ (gallons/day)	Proposed Project Consumption ³ (gallons/day)	Increase in Use (gallons/day)
Residential	200	gallons/du/day	30,000	111,000	81,000
Office/Community Center	10	gallons/person/day	70	900	830
Day Care	10	gallons/student/day	1,090	1,250	160
Bayshore Park Restrooms ⁴	488	gallons/restroom/day	0	976	976
Total				114,126	82,966

Notes:

1. Residential demand is based on Bayshore Sanitary District 2018 Master Plan wastewater design criteria of 200 gallons per day per dwelling unit.
 2. Office/community center and child-care demand factor is based on City of Oakland Sewer flow rate of 10 gallons per day per person.
 3. Existing and proposed employees/students counts for office/community center and daycare are provided by DBarchitects.
 - Child-care: 109 existing and 125 proposed students
 - Office/community center: 7 existing and 90 proposed students
 4. Assumes 20 fixtures per restroom.
- du = dwelling unit

Electricity

The project site receives electrical service from PG&E. Underground electricity and natural gas lines would be extended to the project site from existing facilities in Schwerin Street. The proposed project would include energy conservation features, including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements by meeting current Tier 2 Energy Efficiency standards. Section 4.6, Energy, contains detailed information on the proposed project's energy usage.

Stormwater

The Midway Village area and Bayshore Park is currently connected to the City's storm drain system and would continue to be connected under the proposed project. Currently the project site includes 374,980 sf of impervious surface, including the Midway Village area and 20,875 sf of impervious surface at Bayshore Park. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area [432,370 sf] and the redeveloped Bayshore Park [24,225 sf]). Existing stormwater drainage within the site carries runoff from the Sunnydale Watershed which empties at the northeast edge of the site via a 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition.

Stormwater would be treated at landscaped areas and with permeable pavers that would retain and treat runoff. Planters throughout the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. The proposed project consists of the following design measures: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, pervious vehicular turf block, direct runoff into bioretention areas, direct runoff into flow through planters, and non-pervious pavement. The Bayshore Park site would be graded and prepped to allow for adequate stormwater drainage from the site, and stormwater design features would be incorporated into the final park design to maintain this drainage. According to calculations provided in Appendix C, there would be sufficient stormwater capacity to serve the proposed project.

2.4 PROJECT CONSTRUCTION

2.4.1 Schedule

The proposed project would require demolition, site preparation, and construction in phases, with each of these activities occurring in each phase. Tables 2.4-1 through 2.4-4 show the anticipated phased construction schedule based on the assumption that construction would begin in 2021, and it is estimated all phases would be completed by 2026 (6 years of construction are anticipated); however, construction may extend up to 15 years due to market conditions. Six years is a conservative assumption because potential impacts would be more concentrated rather than spreading construction activities out over 15 years. Construction for the new park amenities would be coordinated by the City and would occur after construction of the residential portion of the proposed project is complete. The construction schedule is the same for each phase but sequential. It is anticipated that ancillary improvements would occur concurrently with the construction of the facilities, by phase.

Table 2.4-1: Phase 1 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	1/15/2021	1/31/2021	12
Site Preparation	2/1/2021	3/1/2021	20
Grading	3/2/2021	3/20/2021	15
Building Construction	3/20/2021	10/30/2021	175
Paving	7/1/2021	8/1/2021	23
Architectural Coating	11/1/2021	12/20/2021	35

Table 2.4-2: Phase 2 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	9/1/2023	10/10/2023	25
Site Preparation	10/15/2023	11/25/2023	28
Grading	11/26/2023	12/18/2023	16
Building Construction	12/20/2023	8/2/2024	155
Paving	6/1/2024	7/20/2024	35
Architectural Coating	8/3/2024	9/25/2024	38

Table 2.4-3: Phase 3 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Table 2.4-4: Phase 4 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Typically, project demolition, grading, and construction activities would be limited to the daytime hours between 7 AM and 9 PM, except that work in the public right-of-way or City facilities would only occur between construction hours authorized by City permits; additionally, some nighttime work and work on the weekends may occur. The project construction activities would be compliant with the City’s Municipal Code Section 9.22.030, which states that between the hours of 10 PM and 6 AM, no person shall cause, create, or permit any noise that may be heard beyond the confines of the property of origin.

2.4.2 Access and Staging

Workers would access the project site from the City streets and U.S. Highway 101 (U.S. 101). Materials would typically be stored onsite in the future parking lot areas. However, flooring and photovoltaic panels may be stored offsite. Demolition, grading, and construction work is generally anticipated to occur within the project site; however, work may extend as far as the centerline of Schwerin Street for connections of utility lines. Construction materials and equipment would be delivered using trucks during the daytime hours (between 7 AM and 9 PM).

2.4.3 Construction Equipment and Workers

Construction equipment anticipated onsite is listed in Table 2.4-5. No pile driving is proposed. Rammed aggregate piers would be used to reinforce the soils onsite for the one podium structure, Building D. Demolition, grading, and construction workers required for each phase of the proposed project would fluctuate between 15 and 75 workers per day with an average of 35 workers per day. Additional construction equipment for the improvements is accounted for in each phase as shown in Table 2.4-5.

Table 2.4-5: Proposed Construction Equipment

Phase Name	Off-Road Equipment Type
Demolition	Concrete/industrial saws
	Excavators
	Rubber-tired dozers
	Tractors/loaders/backhoes
Site Preparation	Graders
	Tractors/loaders/backhoes
	Excavators
Grading	Concrete/industrial saws
	Graders
	Rubber-tired dozers
	Tractors/loaders/backhoes
Building Construction	Cranes
	Forklifts
	Tractors/loaders/backhoes
Paving	Cement and mortar mixers
	Paving equipment
	Pavers
	Rollers
	Tractors/loaders/backhoes
Architectural Coating (Painting)	Air compressors

2.4.4 Grading and Demolition

There would be approximately 63,734 CY of earth movement on the project site. The maximum depth of cut and fill onsite would range from 13 to 26 feet (pers. Comm. Patrick Chour June 28, 2019).

Trees, roots, vegetation, organic surficial soil, and concrete would be removed from structural areas unless specified in the final design plans by the City. The depth of organic surficial soil to be removed would vary but would average 3 feet.

It is anticipated that 12 of the 15 total acres of surface area would be affected by grading operation at the project site, including Bayshore Park, and the proposed project would include a total of 456,595 sf of impervious surface upon buildout of the proposed project (pers. Comm. Matt Lewis October 17, 2019). Due to the potentially contaminated soils on the project site from previous grading and capping activities, it is possible that further contaminated soils could be encountered during demolition and grading activities, particularly in areas that currently have existing structures that would be demolished. Specifically, under Buildings A, A2, and B2, a passive Vapor Barrier would be required to protect against potentially contaminated soils in these areas. Soil fill may be required depending on further geotechnical investigations prior to any grading activities. These fill activities would be in addition to what occurred as part of the 1994 and 1998 cleanup of the site. The maximum soil fill that would be required at the project site would include 3,018 CY of suitable material, as deemed appropriate by the geotechnical engineer.

During excavation activities, groundwater may be encountered at the project site and temporary construction dewatering may be necessary. All temporary construction dewatering would be in accordance with a Waste Discharge Requirement permit from the San Francisco Bay Regional Water Quality Control Board (RWQCB).

The Existing LUCs on the project site limit alteration of the soils within the site and includes the following restrictions related to soil management and the cap:

“4.02. Soil Management

- a) *The Owner shall provide the [DTSC] written notice at least fourteen (14) days prior to any activities that will disturb the soil below the Cap (e.g., excavation, grading, removal, trenching, filling, earth movement or mining). Any such activities must comply with a Soil Management Plan and a Health and Safety Plan approved by [DTSC].*
- b) *No notice shall be required for activities that temporarily disturb only the top 2 feet of soil. However, at the conclusion of such activities, the Owner is required to maintain at least 2 feet of clean soil above the contaminated layer.*
- c) *Any contaminated soils brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with all applicable provisions of state and federal law.*

4.03. Non-Interference with Cap

- a) *All uses and development of the Capped Property shall preserve the integrity Cap.*
- b) *The Cap shall not be altered without written approval by [DTSC], except as allowed in section 4.02 of this Covenant.*
- c) *Covenanter shall notify [DTSC] of each of the following: (i) the type, cause, location, and date of any damage to the Cap; and (ii) the type and date of repair of such damage. Notification to [DTSC] shall be made as provided below within ten (10) working days after the completion of any repairs. Timely and accurate notifications by any Owner or Occupant shall satisfy this requirement on behalf of all other Owners and Occupants.”*

2.4.5 Lighting and Security

Lighting currently exists in the Midway Village area in the form of streetlights and lights in residences. Low-level lighting would be installed and expanded on as part of the proposed project in the common courtyard and recreational areas, including Bayshore Park once it is developed. All proposed project lighting would be shielded and directed downward to avoid light trespass and minimize the potential for glare or spillover onto adjacent properties. Lighting would be used from dusk to dawn for security purposes during operations. Proposed project lighting including lit building numbers would conform to National Electric Safety Code requirements and all applicable City lighting requirements, including those specified in the Plan Bay Area EIR.

2.5 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS

2.5.1 Objectives

The proposed project includes the following project objectives:

1. Construct new affordable housing and mixed-use development consistent with the General Plan.
2. Provide affordable housing in accordance with the City's Regional Housing Needs Allocation, the City's Housing Allocation Plan, and Government Code 65915/SB 1818.
3. Provide onsite property management services for residents of Midway Village Redevelopment.
4. Provide a livable neighborhood with an appropriate street design; connections to transit, parks, and recreation; and a diversity of housing types.
5. Reduce vehicle miles travelled by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas (GHG) emissions.

The RTP/SCS forecast includes 660,000 new housing units and 1,119,920 new jobs by 2040 in the Bay Area. The General Plan's Administrative Draft Housing Element 2014–2022 forecast includes 1,350 of the new housing units (between 2014 and 2022) and 9,180 of the new jobs (between 2010 and 2025) to be in the City. Approximately 30 percent (405 new housing units) of the housing growth in the City would be from the proposed project.

In accordance with the City Planning Department's application review process, the proposed project is "consistent with the use designation, density, building intensity, and applicable policies specified for the project area" in an SCS, which has been accepted by the Air Resources Board as meeting applicable GHG reduction targets (PRC Section 21159.28).

The project site is located within a Priority Development Area as identified by ABAG (Bayshore [Daly City]), and the project site is located within a Transportation Priority Area as identified by ABAG and Daly City. The proposed project falls within the planning assumption that MTC projected for the Plan Bay Area in the RTP/SCS.

2.5.2 Approvals

This SCEA would be used by the City as the Lead Agency to evaluate the potential environmental impacts of the proposed project. Anticipated proposed project approvals/actions may include but are not limited to the following:

- Adoption of the SCEA: City of Daly City
- General Plan Amendment to relocate land use designations within project site: City of Daly City
- Approval of State Density Bonus Law Development Standard Waivers: City of Daly City
- Design Review: City of Daly City
- Sign Permit: City of Daly City
- Right-of-Way Abandonment: City of Daly City
- Tree Removal Permit: City of Daly City
- National Pollutant Discharge Elimination System Permit: Regional Water Quality Control Board
- Approval of plans and contract documents and payment of fees: Bayshore Sanitary District
- Deed Restriction Amendment or Rescindment Approval: DTSC

Other ministerial approvals, such as building-related permits and City encroachment permits, are also anticipated. Additionally, all work related to improvements and proposed project grading would be subject to the City Municipal Code, including the Zoning Ordinance, Building Code, and Fire Code.

This page left intentionally blank.

3.0 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY

3.1 SENATE BILL 375

The State of California adopted SB 375, also known as “The Sustainable Communities and Climate Protection Act of 2008,” which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s GHG emissions reduction mandates. SB 375 requires the state’s 18 metropolitan planning organizations to incorporate a SCS into the regional transportation plans to achieve their respective region’s GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA.

The MTC and ABAG are the joint metropolitan planning organization for the San Francisco Bay Area region, including San Mateo County. On July 26, 2017, MTC and ABAG jointly adopted its second RTP/SCS known as Plan Bay Area 2040 (Plan Bay Area), which serves as an update to the 2013 Plan Bay Area RTP/SCS.

For the San Francisco Bay Area region, CARB has set GHG emissions reduction targets at a 7 percent reduction in per-capita emissions from cars and light-duty trucks by 2020, and a 15 percent reduction by 2035 relative to 2005 levels. The Plan Bay Area outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 25, 2018, CARB officially determined that the Plan Bay Area would, if implemented, meet CARB’s 2020 and 2035 GHG emission reduction targets (CARB 2017a).

3.2 TRANSIT PRIORITY PROJECT CRITERIA

PRC Section 21155 sets forth the requirements for a project to qualify as a transit priority project. To qualify, a project must be: 1) consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California PRC Section 21155[a]); and 2) a “transit priority project” (as defined in California PRC Section 21155[b]).

The following information demonstrates that the proposed project is a qualified transit priority project pursuant to the requirements of PRC Sections 21155(a) and 21155(b), and therefore, is eligible for certain CEQA streamlining benefits by way of preparing an SCEA for purposes of compliance with CEQA.

- 1. The project must be consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or alternative planning strategy.***

Plan Bay Area is the applicable RTP/ SCS for the proposed project. The proposed project would be consistent with the land use designation, density, and building intensity requirements identified by the Plan Bay Area.

Plan Bay Area identifies the subject property as falling within the Priority Development Area of the Bayside subregion of Plan Bay Area for the City. The policies of the Plan Bay Area document are embedded in the metrics and growth forecast assumption of the Plan Bay Area document. For the purposes of determining consistency, projects consistent with the growth forecast assumptions of the Plan Bay Area are consistent with these policies. The proposed Midway Village Redevelopment Project is consistent with these growth forecast

assumptions because it is consistent with the allowed uses, densities and intensities of the applicable adopted local land use plan (in this case, the City's 2030 General Plan).

ABAG has determined that the policies of Plan Bay Area are general in nature and integrated into the metrics, growth forecasts, and land use modeling for which proposed project consistency is demonstrated above. There are no additional policies specifically applicable to this proposed project or project area. Proposed project consistency with the Plan Bay Area is addressed more specifically throughout this document.

2. *Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*

The proposed project is comprised of 592,312 sf of residential use, 31,504 sf of common space/community center space, 16,760 sf of day care space, and 241,024 sf of parking garage. Residential use is approximately 67% of the total (592,312 sf ÷ 881,600). The proposed project would be consistent with this criterion.

3. *Provides a minimum net density of at least 20 units per acre; and*

The proposed residential density of the project is 37 dwelling units per acre (du/ac) (555 dwelling units [du] ÷ 15 acres [ac]). The proposed project would be consistent with this criterion.

4. *Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.*

PRC Section 21155(b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines a "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155(b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155(b), it also includes major transit stops that are included in the applicable regional transportation plan.

The proposed project is within a Transit Priority Area studied within the Plan Bay Area. One-hundred percent of the proposed project is within the required 0.5 mile of a major transit stop. As described further in Section 4.17, Transportation, the project site is within 0.30 mile of a MUNI bus stop and surrounding businesses. MUNI Route #9 operates on 9-minute headways on weekday peak periods and 11 minutes on weekends. Therefore, the proposed project would be consistent with this criterion.

3.3 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

PRC Sections 21151.2(a) and 21159.28(a) require that a transit priority project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the proposed project would include the City of Daly City General Plan EIR and the Plan Bay Area Program EIR.

City of Daly City General Plan EIR

In February 2013, the City certified a Program EIR for the 2030 General Plan Update. The EIR analyzes the potential effects resulting from implementation of the designated land uses and policies in the General Plan. The General Plan was developed to be a self-mitigating document; consequently, all policies included in the General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the General Plan EIR does not include impact-specific mitigations. Rather, the General Plan EIR references policies that reduce the General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the General Plan EIR that directly apply to the proposed project, but the proposed project is subject to all relevant policies through the City's development review process. General Plan policies applicable to the proposed project are incorporated in the respective resource sections in Section 4.0, Environmental Checklist and Environmental Evaluation.

Plan Bay Area EIR

The Plan Bay Area Program EIR, certified on March 25, 2013, serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the Plan Bay Area. The Plan Bay Area EIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. It is the intent of MTC/ABAG that lead agencies and others use the information contained within the Plan Bay Area Program EIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the Plan Bay Area EIR does not include project-level mitigation measures that are required to be incorporated into a project. However, the Plan Bay Area EIR Mitigation Monitoring and Reporting Program does provide a list of mitigation measures that MTC/ABAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects.

As such, this SCEA, where applicable, incorporates relevant mitigation measures previously identified by the Plan Bay Area EIR. If incorporation of an applicable Plan Bay Area mitigation measure is not sufficient to reduce an identified, project-specific impact, then a project-specific mitigation measure is presented in the analysis and would be implemented to ensure less than significant impacts. The applicable mitigation measures previously identified by the Plan Bay Area EIR are incorporated in the respective resource sections in Section 4.0, Environmental Checklist and Environmental Evaluation.

This page left intentionally blank.

4.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

The environmental resources checked below would be potentially affected by this proposed project, involving at least one impact that would require mitigation to reduce the impact from "Potentially Significant" to "Less Than Significant" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology and Soils | <input type="checkbox"/> Greenhouse Gases | <input checked="" type="checkbox"/> Hazards and Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities and Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Evaluation of Environmental Impacts

This section presents the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Significant and Unavoidable: An impact that could be significant, and for which mitigation has not been identified. If any significant and unavoidable impacts are identified after applicable mitigation measures have been applied, an EIR must be prepared. An SCEA cannot be used in the case of a project for which this conclusion is reached in any impact category.

Less Than Significant With Mitigation Incorporated: This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the Plan Bay Area EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact" and pursuant to Section 21155.2 of the PRC, those measures are incorporated into the SCEA.

This designation would also apply where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the Plan Bay Area EIR has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".

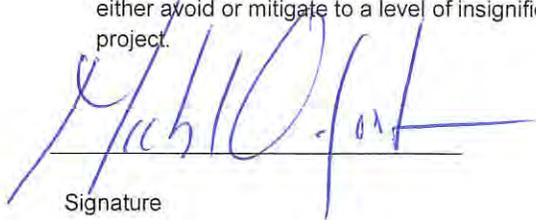
Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

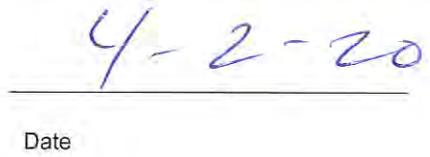
No Impact: The proposed project would not have any impact.

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 Applicant. 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" 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 pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- I find that the proposed project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the proposed project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project.


Signature


Date

4.1 AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.1.1 Environmental Setting

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects, including the development of infill projects in transit priority areas. PRC Section 21099(a)(7) defines a transit priority area as an area located within 0.5 mile of a major transit station that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” A major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

PRC Section 21099(d)(1) states that a project’s aesthetic impacts shall not be considered a significant impact on the environment if:

1. The project is in a transit priority area;
2. The project is on an infill site; and
3. The project is residential, mixed-use residential, or an employment center.

Further provisions of SB 743 provide that this legislation “does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies (PRC Section 21099[d][2][A]), and that aesthetic impacts do not include impacts on historical or cultural resources (Section 21099[d][2][B]).

The proposed project meets each of the above three criteria because it meets the following requirements: (1) the project site is located within 0.5 mile of several local bus transit lines; (2) the project site is located on an infill site that is already developed as the Midway Village area; and (3) the proposed project would be a mixed-use residential project with a community center, recreational areas, and office space.

Because of the mixed-use residential character of the proposed project and its location within an urban transit priority area, the proposed project's aesthetic impacts are not considered significant. Nonetheless, the proposed project is evaluated under the respective Initial Study questions herein for **disclosure/informational purposes only**.

4.1.2 Previous Environmental Analyses

City of Daly City General Plan EIR Summary

Chapter 3.1 of the General Plan EIR discusses impacts related to aesthetics. The General Plan EIR determined that new development must not substantially affect scenic vistas, visual character, or light and glare conditions. The City has established zoning standards, design review practices, and General Plan policies to ensure that new development is compatible with existing development, and therefore impacts are less than significant.

The following General Plan policies are applicable to the proposed project:

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.

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.

Plan Bay Area EIR Summary

Section 2.10 of the Plan Bay Area EIR discusses impacts related to visual resources. As discussed in the Plan Bay Area EIR, per the requirements set forth in PRC Section 21099, visual impacts would not be considered significant in transit priority areas if projects are located on an infill site and consist of residential, mixed-use residential, or an employment center. The proposed project meets the requirements of PRC Section 21099, and therefore Mitigation Measures 2.10-1, 2.10-3, 2.10-4, and 2.10-5 identified by the Plan Bay Area EIR would not be applicable.

4.1.3 Project-Specific Analysis

Impact AES-1 Have a substantial adverse effect on a scenic vista?

Impact Analysis

As described, the General Plan identifies San Bruno Mountain and the Coastline as natural scenic vistas within the City. As described, the General Plan identifies Guadalupe Canyon Parkway as a scenic corridor that provides scenic vistas, which is located approximately 0.25 mile from the project site. Guadalupe Canyon Parkway can provide views of the coastline and San Bruno Mountains depending on the direction of travel. Portions of the project site are visible from Guadalupe Canyon Parkway based on the topography of the area but are partially blocked by the existing topography and vegetation in the area. No other scenic corridors or vistas are located nearby. The project site is developed and characterized by the existing buildings, landscaping, as well as open space from the Bayshore Park, which provides open space and playgrounds for recreational use in the area. Mostly undeveloped hillsides are

located to the south of the project site in the midground view against the backdrop of existing urban land uses. The proposed project would construct buildings ranging from one to four stories that would be approximately 60 feet in height. The height of the proposed buildings would be comparable to the existing buildings on the project site and nearby and would not block views of scenic vistas. The proposed structures would include architectural design features that would blend with the existing design elements of the surrounding area, in accordance with applicable General Plan and City Zoning Ordinance requirements. Furthermore, pursuant to CEQA Section 21099(d), the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

There are three eligible state scenic highways within the City; however, none are officially designated. These highways include State Route (SR) 35, SR 1, and Interstate 280 (I-280). Scenic potential along these corridors is related to the views of the coastline and San Bruno Mountain. The project site is located approximately 4.5 miles from SR 35, 2 miles from SR 1, and 2 miles from I-280. No portions of the project site or the surrounding project area are visible from these highways. The General Plan also identifies Guadalupe Canyon Parkway as a scenic corridor; however, the designated portions of this roadway are not directly adjacent to the project site. Therefore, the proposed project would not damage scenic resources within a state scenic highway, and no impact would occur. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis

The project site is in an urbanized area, and therefore, this analysis focuses on whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

As addressed in Section 2.0, Project Description, and Section 3.9, Land Use and Planning, following recommendation by the Planning Commission and subsequent approval by the City Council, the proposed project would be consistent with the General Plan and zoning ordinances related to architectural finishes. The project site is designated as High Density Residential (R-HD) and Public Park (PP). 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 that contain a vertical mix of uses. The introduction of the R-HD designation is intended to allow for residential intensification in the project area, 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 and reduce economic blight. Using the development policies and building design requirements for R-HD as set forth by Title 24 and the City's Code, the proposed project has been designed as a combination of a variety of land uses, structures, and amenities that would also be aesthetically compatible with the surrounding area. Bayshore Park would be relocated to a different section of the project site. The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designation from one portion of the project site to another, within the entirety of the site. As such, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

The existing Midway Village currently contains lighting. The proposed project would expand lighting as part of the redevelopment, with the addition of new buildings, residents, landscaping, and lighting changes to Bayshore Park. Accordingly, exterior security lighting would be re-installed and expanded throughout the project site including on buildings, along pedestrian paths, in parking areas, and in the Bayshore Park area. This lighting would primarily be required for security and safety purposes, although it is anticipated that the proposed project would also include decorative and accent lighting for aesthetic and design reasons. Regardless of the intended purpose, the use of exterior lighting must comply with the City Code, which requires exterior lighting to be designed and installed in such a manner that the light source is shielded from view off the site unless required for necessary safety reasons. Further, the proposed project would be required to comply with the design review process outlined in the City Code, which requires that general architectural considerations, such as exterior lighting, are compatible with design and character of adjacent or neighboring properties and the minimization of light from lights and buildings.

As a result, any exterior lighting used on the project site would be shielded and located as to direct light away from adjacent uses and to avoid light spillover onto these uses. All exterior lighting used as part of the proposed project would comply with the provisions contained in both the City Code and the General Plan. Further, no podium lighting (such as lighting for stadiums or ball fields) would be required for the Bayshore Park area.

Additionally, proposed project construction would be subject to the requirements of the most recent California Building Code (CBC; California Code of Regulations [CCR] Title 24), including Title 24, Part 6 CCR. Compliance with the Title 24 lighting and energy requirements would ensure that light from the proposed project would not spill over to adjacent uses. Proposed project construction would be subject to the requirements of the CBC (CCR Title 24). Section 132 of Title 24, Part 6 of CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than a specified wattage must be classified as cut-off so that the majority of the light is directed toward the ground. Therefore, with adherence to the above-referenced standards and requirements, proposed project impacts associated with light would be less than significant. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

This page left intentionally blank.

4.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Environmental Setting

The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program (FMMP), California’s statewide agricultural land inventory. The FMMP database identifies the project site as “Urban and Built-up Land.” Accordingly, there are no agricultural or forest resources on or adjoining the project site. The general area has been developed in various mixed urban uses for over 60 years. The City has not designated the project site or surrounding area as a forest or timberland resource zones, and there is no active timberland production in the general vicinity of the project site (DOC 2016).

The California Land Conservation Act (Government Code Section 51200 et seq.) of 1965, commonly known as the Williamson Act, provides a tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners. A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors upon the request of a landowner or group of landowners. There are no agricultural lands on or adjoining the project site; therefore, no Williamson Act or Farmland Security Zone contracts are associated with the project site.

4.2.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The City does not contain any agriculture or forestry resources within its limits; therefore, there are no mitigation measures from the General Plan EIR that would apply to the proposed project.

Plan Bay Area EIR Summary

The Plan Bay Area EIR determined that land use and transportation projects have the potential to convert agricultural and open space lands to urban uses. Conversion could be substantial within a county or local municipality depending on the location. The City does not contain any agriculture or forestry resources within its limits; therefore, there are no mitigation measures from the Plan Bay Area EIR that would apply to the proposed project.

4.2.3 Project-Specific Analysis

Impact AG-1 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?

Impact Analysis

The proposed project is located in a highly urbanized portion of the City. There are no agricultural resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (DOC 2016). Additionally, the General Plan does not identify any agricultural resources within the vicinity of the project site (City of Daly City 2013). As such, the proposed project would have no impact on agricultural land.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-2 Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract?

Impact Analysis

There are no agricultural resources on or adjoining the project site. The General Plan does not identify any agricultural resources or Williamson Act lands within the vicinity of the project site. The proposed project would result in no impact with respect to agricultural resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-3 Conflict with existing zoning for, or cause rezoning of, forestland (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))?

Impact Analysis

No forest resources are located on or adjoining the project site. The FMMP database identifies the area as “Urban and Built-up Land” (DOC 2016). The General Plan does not identify any forestry resources, timberland resource zones, or active timberland production in the general vicinity of the project site. As such, the proposed project would have no impact on forestland or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-4 Result in the Loss of Forestland or Conversion of Forestland to Non-Forest Use?

Impact Analysis

The General Plan does not identify any forestry resources, timberland resource zones, or active timberland production in the general vicinity of the project site. As such, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use and would have no impact on forestland or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-5 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 forestland to non-forest use?

Impact Analysis

There are no agricultural or forest resources on or adjoining the project site. The FMMP database identifies the area as “Urban and Built-up Land” (DOC 2016). There are no forest resources or timberland resource zones in the City or the surrounding area, and there is no active timberland production in the general vicinity of the project site. Additionally, the General Plan does not identify any agriculture or forestry resources within the vicinity of the project site. As such, the proposed project would have no impact on agricultural land, forestland, or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.3 AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose Sensitive Receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Environmental Setting

The City of Daly City is in San Mateo County, which is within the boundaries of the San Francisco Bay Area Air Basin (SFBAAB) and is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) and CARB. The Federal Clean Air Act (FCAA) establishes the framework for modern air pollution control. The FCAA, enacted in 1970 and amended in 1990, directs the U.S. Environmental Protection Agency (EPA) to establish ambient air quality standards. These standards are divided into primary and secondary standards. The former are set to protect human health, and the latter are set to protect environmental values such as plant and animal life.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air contaminants not included in the California Ambient Air Quality Standards (CAAQS) but are considered hazardous to human health. TACs are defined by CARB as those pollutants that “may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health.”

Generally, the health effects associated with TACs are assessed locally rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; TACs can also cause short-term acute effects such as eye watering, respiratory irritation, running nose, throat pain, and headaches. For evaluation purposes, TACs are separated into carcinogens and non-carcinogens. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and the cancer risk is expressed as excess cancer cases per one million exposed individuals (typically over a lifetime of exposure).

Diesel Particulate Matter

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases: gas and particle. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and PAHs. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as

organic compounds, sulfate, nitrate, metals, and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines, such as the on-road diesel engines of trucks, buses, and cars, and off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment (CARB 2019a).

Asbestos

Asbestos is a fibrous mineral that both naturally occurs in ultramafic rock (a rock type commonly found in California) and is used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The EPA has since determined that, when severely damaged, otherwise non-friable materials can release significant amounts of asbestos fibers. Asbestos has been banned from many building materials under the Toxic Substances Control Act, FCAA, and the Consumer Product Safety Act. Naturally occurring asbestos (NOA) is known to occur in many parts of California and is commonly associated with ultramafic or serpentinite rock. According to the U.S. Geological Survey (USGS) Geologic Map, the proposed project is not located in an area known to contain ultramafic or serpentinite rock (USGS 2011).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include Bayshore Elementary School, which is located approximately 320 feet north of the northern most portion of the project site, as well as residences west of the project site.

Air Quality Standards

According to CARB, "Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). A SIP is prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The 1990 amendments to FCAA set deadlines for attainment based on the severity of an area's air pollution problem" (CARB 2019b).

The SIP for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for each regional air district. SIPs are prepared by the regional air district and sent to CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

The CARB also administers CAAQS for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants are the six federal standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The federal ambient air quality standards and CAAQS are summarized in Table 4.3-1.

Table 4.3-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹	National Standards ²	
		Concentration	Primary ³	Secondary ⁴
Ozone ⁵	1 Hour	0.09 ppm (180 µg/m ³)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m ³)	0.070 ppm (137 µg/m ³)	
Respirable Particulate Matter ⁶	24 Hour	50 µg/m ³	150 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m ³	—	
Fine Particulate Matter ⁶	24 Hour	—	35 µg/m ³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	
Carbon Monoxide	1 Hour	20 ppm (23 mg/m ³)	35 ppm (40 mg/m ³)	—
	8 Hour	9.0 ppm (10 mg/m ³)	9 ppm (10 mg/m ³)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m ³)	100 ppb (188 µg/m ³)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)	0.053 ppm (100 µg/m ³)	Same as Primary Standard
Sulfur Dioxide ⁷	1 Hour	0.25 ppm (655 µg/m ³)	75 ppb (196 µg/m ³)	—
	3 Hour	—	—	0.5 ppm (1300 µg/m ³)
	24 Hour	0.04 ppm (105 µg/m ³)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead ^{8, 9}	30-Day Average	1.5 µg/m ³	—	—
	Calendar Quarter	—	1.5 µg/m ³	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m ³	
Visibility-Reducing Particles ¹⁰	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m ³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)		
Vinyl Chloride ⁸	24 Hour	0.01 ppm (26 µg/m ³)		

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
4. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
5. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
6. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
7. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
8. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
9. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
10. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

µg/m³ = micrograms per cubic meter

CARB = California Air Resources Board

mg/m³ = milligrams per cubic meter

PM_{2.5} = particulate matter 2.5 microns in diameter or less

PM₁₀ = particulate matter 10 microns in diameter or less

ppb = parts per billion

ppm = parts per million

SO₂ = sulfur dioxide

Source: CARB 2019a

As summarized in Table 4.3-2, SFBAAB and San Mateo County are currently designated as nonattainment areas for state ozone, particulate matter 2.5 microns in diameter or less (PM_{2.5}), and particulate matter 10 microns in diameter or less (PM₁₀) standards, as well as federal ozone and PM_{2.5} standards, but are listed as unclassified under national PM₁₀. The standards for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead are being met in the Bay Area. Because SFBAAB is nonattainment for the federal and state ozone standards, BAAQMD has prepared an ozone attainment demonstration plan to satisfy the federal 1-hour zone planning requirement and a clean air plan to satisfy the state's 1-hour ozone planning requirement. The 2017 Clean Air Plan, which was adopted in April 2017, builds from and incorporates components of the 2010 Clean Air Plan and is designed to provide integrated control strategies to reduce ozone, particulate matter (PM), TACs, and GHGs.

Table 4.3-2: San Mateo County Area Designations for State and National Ambient Air Quality

Criteria Pollutants	State Designation	National Designation
Ozone	Non-attainment	Non-attainment
PM ₁₀	Non-attainment	Unclassified
PM _{2.5}	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	—
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Notes:

PM_{2.5} = particulate matter 2.5 microns in diameter or less

PM₁₀ = particulate matter 10 microns in diameter or less

Source: CARB 2018a

Nearly all development projects in the Bay Area have the potential to generate air pollutants that may increase the difficulty of attaining federal ambient air quality standards and CAAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. To help public agencies evaluate air quality impacts, BAAQMD has developed the CEQA Air Quality Guidelines. BAAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors. The BAAQMD's guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of TACs (BAAQMD 2017).

Table 4.3-3 presents the thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOX), construction-related particulate matter, operational CO, and carbon dioxide equivalent (CO₂e), which are based on substantial evidence, as presented in Appendix D of the BAAQMD's *2017 CEQA Air Quality Guidelines and 2009 Revised Draft Options and Justification Report, CEQA Thresholds of Significance*. The BAAQMD's CEQA Thresholds of Significance were developed as a result of substantial supreme court decisions, such as the *Sierra Club v. County of Fresno* (226 Cal. App. 4th 704) court case.

Table 4.3-3: 2017 BAAQMD Proposed Project-Level Air Quality CEQA Thresholds of Significance

Criteria Pollutants	Construction-Related	Operational-Related	
		Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
Criteria Air Pollutants and Precursors (regional)	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	None	

Criteria Pollutants	Construction-Related	Operational-Related
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)
GHGs (projects other than stationary sources)	None	Compliance with Qualified GHG Reduction Strategy OR 1,100 MTCO ₂ e/yr OR 4.6 MTCO ₂ e/SP/yr (residents + employees)

Notes:

CO = carbon monoxide

GHG = greenhouse gas

lbs/day= pounds per day

MTCO₂e/yr= metric tons of carbon dioxide equivalent per year

MTCO₂e/SP/yr= metric tons of carbon dioxide equivalent per service population per year

NO_x = nitrogen oxide

PM_{2.5} = particulate matter 2.5 microns in diameter or less

PM₁₀ = particulate matter 10 microns in diameter or less

ppm = parts per million

ROG = reactive organic gas

tpy= trips per year

Source: BAAQMD 2017

In its June 2009 *Thresholds of Significance Justification Report, CEQA Thresholds of Significance*, BAAQMD provides evidence to support the development and applicability of its thresholds of significance for project-generated emissions of criteria pollutants and precursors, which may be used at the discretion of a lead agency overseeing the environmental review of projects located within the San Francisco Bay Area Air Basin. As stated in the BAAQMD Justification Report, the “formulation of a standard of significance requires the lead agency to make a policy judgement about where the line should be drawn to distinguish adverse impacts it considers significant from those that are not deemed significant. This judgment must, however, be based on scientific information and other factual data to the extent possible” (BAAQMD 2009). Notably, CEQA-related air quality thresholds of significance are tied to achieving or maintaining attainment designation with the national air quality standards and state air quality standards, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health.

BAAQMD has established rules and regulations to attain and maintain federal air quality standards and CAAQS. The rules and regulations that apply to this proposed project include but are not limited to the following (BAAQMD 2019):

Regulation 2, Rule 2

New Source Review. This rule requires any new source resulting in an increase of any criteria pollutant to be evaluated for adherence to best available control technology. For compression internal combustion engines, best available control technology requires that the generator be fired on “California Diesel Fuel” (fuel oil with a sulfur content less than 0.05% by weight and less than 20% by volume of aromatic hydrocarbons). All stationary internal combustion engines larger than 50 horsepower must obtain a Permit to Operate. If the engine is diesel-fueled, then it must also comply with the District-administered Statewide Air Toxics Control Measure for Stationary Diesel Engines.

Regulation 2, Rule 5

New Source Review of Toxic Air Contaminants. This rule applies to preconstruction review of new and modified sources of toxic air contaminants, contains project health risk limits, and requires Toxics Best Available Control Technology.

Regulation 8, Rule 3

Architectural Coatings. This rule governs the manufacture, distribution, and sale of architectural coatings and limits the ROG content in paints and paint solvents. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of paint available for use during the construction.

Regulation 8, Rule 15

Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of asphalt available for use during the construction through regulating the sale and use of asphalt and limits the ROG content in asphalt.

Formaldehyde

The Composite Wood Products Regulation (17 CCR 93120 et seq.) is a CARB regulation that reduces public exposure to formaldehyde through the establishment of strict emission performance standards on particleboard, medium density fiberboard and hardwood plywood (collectively known as composite wood products). The regulation, adopted in 2007, established two phases of emissions standards: an initial Phase I, and later, a more stringent Phase 2 that requires all finished goods, such as flooring, destined for sale or use in California to be made using complying composite wood products. As of January 2014, only Phase 2 products are legal for sale in California.

On December 12, 2016, EPA published in the Federal Register a final rule to reduce exposure to formaldehyde emissions from certain wood products produced domestically or imported into the United States. EPA worked with CARB to help ensure the final national rule was consistent with California's requirements for similar composite wood products.

CALGREEN (CCR Title 24, Part 11) includes mandatory and voluntary measures for building materials, including formaldehyde emissions limits consistent with CARB's Composite Wood Products Regulation. (See CALGREEN Section 5.504.5 in the mandatory requirements for non-residential development).

4.3.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.2 of the General Plan Draft EIR evaluated the potential impacts of future development on ambient air quality and the potential for exposure of people, including sensitive receptors, to unhealthy pollutant concentrations. The General Plan EIR determined implementation of General Plan policies would reduce potential air quality impacts to less than significant levels.

The following General Plan policies would be applicable to the proposed project:

- 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.

Policy RME-6: Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.

Plan Bay Area EIR Summary

The following summarizes the potential air quality impacts discussed in Chapter 2.2 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.2-1: Applicable Air Quality Plan. The Plan Bay Area EIR analyzed the potential impact related to conflicting with or obstructing implementation of an applicable air quality plan, which includes the BAAQMD 2017 Clean Air Plan and determined there would be a less than significant impact. No mitigation measures were identified.

Impact 2.2-2: Net Increase in Construction-Related Emissions. The Plan Bay Area EIR analyzed the potential impact related to substantial increase in construction-related emissions and determined with implementation of Plan Bay Area EIR Mitigation Measures 2.2-2, the impact would be less than significant (Refer to Impact AIR-1 in Section 4.4.3, Project-Specific Analysis). Projects using CEQA streamlining provisions of SB 375 must apply Mitigation Measure 2.2-2 to address site-specific conditions.

PBA EIR MM 2.2-2: *When screening levels are exceeded (refer to Table 2.2-8 of PBA EIR), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following:*

Construction Best Practices for Exhaust

- *The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement:*
- *1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.*
- *Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.*
- *Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.*

Construction Best Practices for Dust

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads.
- All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph.
- All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading.
- All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- All trucks and equipment, including their tires, shall be washed off before leaving the site.
- Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.

These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places [BAAQMD 2017]. Applicable mitigation measures shall be required at the time grading permits are issued.

Impact 2.2-3: Net Increase in Emissions of Criteria Pollutants. The Plan Bay Area EIR analyzed the potential impacts related to a net increase in emissions of criteria pollutants compared to existing conditions. The Plan Bay

Area EIR determined that implementation of the proposed Plan could result in a net decrease in ROG, NO_x, and CO emissions; however, it could also result in a net increase of PM emissions. The Plan would result in a net increase of criteria pollutants from mobile and area-sources compared to existing conditions. The Plan Bay Area EIR identified Mitigation Measures 2.2-3(a) through 2.2-3(d) to reduce PM emissions from mobile and area-sources. The MTC/ABAG cannot require local implementing agencies to adopt some or all of Mitigation Measures 2.2-3(a) through 2.2-3(d); therefore, for the program-level review, this impact was determined to be significant and unavoidable. Although the proposed project would result in an increase of criteria pollutants, these Mitigation Measures are not applicable to the proposed project, and project-specific mitigation has been included in the impact analysis.

Impact 2.2-4: Cumulative Net Increase in Emissions of Criteria Pollutants. The Plan Bay Area EIR analyzed the localized net increase in TACs or PM_{2.5} concentrations at sensitive receptors and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.2-5: Sensitive Receptors Exposure to TACs and PM_{2.5} Concentrations in Transit Priority Areas. The Plan Bay Area EIR analyzed the localized net increase TACs or PM_{2.5} concentrations in transit priority areas that would result in a cancer risk level greater than 100 in a million and determined that, with the implementation of Plan Bay Area Mitigation Measure 2.2-5(a), the impact would be less than significant. According to Figure 2.2-10 in the Plan Bay Area EIR, the proposed project is not located within a TAC risk area. Therefore, Mitigation Measure 2.2-5(a) would not be applicable to the proposed project.

Impact 2.2-6: Increase of TACs and/or PM_{2.5} Emissions in Disproportionally Impacted Communities. Implementation of the Plan Bay Area could result in changes in TAC and/or PM_{2.5} exposure levels that would disproportionately impact minority and low-income communities. These impacts would vary across counties. The Plan Bay Area EIR identified Mitigation Measures 2.2-6(a) through 2.2-6(d); however, the impact would remain significant and unavoidable. These Mitigation Measures are plan-level specific and are not applicable to the proposed project.

Impact 2.2-7: Substantial Odors. As discussed in the Plan Bay Area EIR, objectionable odors associated with construction of the proposed Plan would be regulated through BAAQMD regulations, or would otherwise be temporary and be subject to local zoning ordinances as well as local air district permitting processes. Therefore, the Plan Bay Area EIR determined that impacts would be less than significant. No mitigation measures were identified.

4.3.3 Project-Specific Analysis

As of August 5, 2013, the BAAQMD requires the use of the California Emissions Estimator Model (CalEEMod) for CEQA-related air quality and GHG analyses. To assess potential air quality and GHG emissions generated from the proposed project, CalEEMod was run using estimations of proposed project construction activities and predicted future operational parameters (Appendix D). The model was run using the following assumptions/project details:

- Construction would begin in 2021 and it is estimated that all phases would be completed by 2026 (6-years of construction anticipated). Once constructed, the proposed project would generate approximately 3,106 daily trips.
- Solar thermal or photovoltaic panels would be included as a project design feature. The amount of onsite renewable energy is unknown; therefore, no reductions for onsite renewable energy were quantified. In addition, electricity emissions estimates are only relevant to GHG emissions.
- As a project design feature, the proposed project would be built to achieve energy efficiency improvements that would exceed 2016 Title 24 standards by at least 10 percent.

- The proposed project would be required to comply with existing regulations. For instance, compliance with BAAQMD Regulation 6, Rule 3, Wood-burning Devices, would be required by existing regulations.
- Existing land uses occupying the site would be removed as part of the proposed project. Existing land uses, as represented to estimate existing emissions, are described below:
 - o The Bayshore Child-Care Center serving 109 students and 150 low-rise apartment units.
- The results of the CalEEMod simulation are enumerated in Tables 4.3-4 and 4.3-5 form the basis for the results analysis.

The 2017 BAAQMD adopted significance thresholds for construction-related and operational ROG, NO_x, PM, CO, and CO_{2e}, these thresholds are included in Table 4.3-3.

Impact AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

The BAAQMD's 2017 Clean Air Plan is the regional air quality plan (AQP) for SFBAAB. It identifies strategies to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD's Guidance provides two criteria for determining if a plan-level project is consistent with the current AQP control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP to date, are as follows:

- Attain air quality standards.
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area.
- Reduce GHG emissions and protect the climate.

The proposed project supports the primary goals of the AQP by providing a mixed-use, pedestrian-oriented development within an existing urbanized community, adjacent to alternative transit infrastructure, jobs, housing, and community services.

Additionally, the proposed project's air quality modeling indicates that all emissions of criteria pollutants would be below the BAAQMD 2017 significance thresholds as shown in Table 4.3-4 and Table 4.3-5; thus, the proposed project would facilitate achievement of the primary goals of the AQP.

Table 4.3-4: Construction Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Total Emissions (tons)	7.37	10.25	0.41	0.38
Total Emissions (pounds)	14,740	20,500	820	760
Average Daily Emissions (pounds/day) ¹	18.11	25.18	1.01	0.93
Significance Threshold (pounds/day)	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:

1. Calculated by dividing the total number of pounds by the total 814 working days of construction for the entire construction period.

Calculations use rounded totals.

lbs = pounds

NO_x = oxides of nitrogen

PM₁₀ = particulate matter 10 microns in diameter

PM_{2.5} = particulate matter 2.5 microns in diameter

ROG = reactive organic gases

Source of thresholds: BAAQMD 2017

Source of emissions: CalEEMod Output (see Appendix D).

Table 4.3-5: Annual Operational Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	4.21	0.06	0.02	0.02
Energy	0.06	0.49	0.04	0.04
Mobile (Motor Vehicles)	0.86	2.39	3.66	1.00
Total Project Annual Emissions	5.12	2.94	3.72	1.06
Existing Emissions	1.11	0.91	1.11	0.32
Net Project Annual Emissions	4.01	2.03	2.61	0.75
Significance Threshold (tons per year)	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No

Notes:

NO_x = oxides of nitrogen

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter
 ROG = reactive organic gases
 Source: CalEEMod output (see Appendix D).

Table 4.3-6: Daily Operational Emissions (Unmitigated)

Emissions Source	Pounds per Day			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Net Project Annual Emissions (tons/year)	4.01	2.03	2.61	0.75
Net Project Annual Emissions (pounds/year)	8,023	4,064	5,226	1,495
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:
 NO_x = oxides of nitrogen
 PM_{2.5} = particulate matter 2.5 microns or less in diameter
 PM₁₀ = particulate matter 10 microns or less in diameter
 ROG = reactive organic gases
 Source: CalEEMod output (see Appendix D).

Criterion 2

The 2017 Clean Air Plan contains 85 control measures aimed at reducing air pollution in the Bay Area. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2017 Clean Air Plan contains a number of new control measures designed to protect the climate and promote mixed-use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources.

The project site is currently served and would continue to be served by MUNI Route 9 with a stop approximately 0.30 mile north of the proposed project; by SamTrans bus service via Routes 24 and 29, with the closest stop located approximately 0.25 mile from the proposed project. The Daly City Bayshore Shuttle operated by SamTrans provides free shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a connection to the Balboa BART station. The shuttle has a stop immediately fronting the proposed project. The Caltrain station nearest to the project site is the Bayshore Station, which is located approximately 1.5 miles from the project site on Tunnel Avenue at the border of Brisbane and San Francisco. The nearest BART station is the Balboa BART station, located approximately 2.25 miles northwest of the project site. Trains run on approximately 15-minute headways during commute hours. The proposed project would also provide bicycle parking spaces and interior bicycle storage within individual buildings which does not currently exist in the Midway Village area. In accordance with the Daly City General Plan, the proposed project would incorporate strategies and improvements that would commit to using transportation demand management strategies and actions decreasing the dependency on single-occupant automobiles and increase transit use, ridesharing, and walking. The proposed project would also provide bicycle parking spaces and interior bicycle storage within individual buildings which does not currently exist in the Midway Village area. In accordance with the Daly City General Plan, the proposed project would incorporate strategies and

improvements that would commit to using transportation demand management strategies and actions decreasing the dependency on single-occupant automobiles and increase transit use, ridesharing, and walking.

Relative to the energy and climate measures contained in the 2017 Clean Air Plan, the proposed project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. The Building Efficiency Standards were adopted, in part, to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. Title 24 has been recently updated, including certain revisions to the energy usage components of the CALGreen Code. The Title 24 standards are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Standards are 7 percent more efficient than 2016 Standards for residential construction; however, once rooftop solar electricity generation is factored in, 2019 standards will use approximately 53 percent less energy than 2016 standards. Nonresidential buildings will use approximately 30 percent less energy. The proposed project would be required to comply with the then-current version of the CALGreen Code.

In summary, the proposed project would meet all of the energy and climate measures contained in the 2017 Clean Air Plan through project design features and implementation of Mitigation Measure AIR-1 (PBA EIR MM 2.2-2).

Criterion 3

The proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. Additionally, the project site would include perimeter paths which would residents and visitors to access San Mateo County transit stops adjacent to the site.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact AIR-2 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?

Impact Analysis

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and thus, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of standards is a function of successful implementation of BAAQMD attainment plans. Consequently, the BAAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the Bay Area existing cumulative impacts related to air quality conditions. According to the BAAQMD CEQA Guidelines, if a project's emissions would be less than BAAQMD thresholds, the project would not be expected to result in a

cumulatively considerable contribution to a significant cumulative impact. However, exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

As discussed above, the proposed project emissions would be less than the 2017 recommended BAAQMD thresholds. In addition, the proposed project would be required to comply with all applicable BAAQMD rules and regulations. Therefore, the proposed project's individual emissions would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact, and impacts would be considered to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact AIR-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

This discussion addresses whether the proposed project would expose sensitive receptors to construction-generated fugitive dust (PM₁₀), NOA, construction-generated DPM, operational related TACs, or operational CO hotspots. According to BAAQMD, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include Bayshore Elementary School, which is located approximately 320 feet north of the northernmost portion of the project site, the existing day care facility, and residences west of the project site. As the proposed project would be built out in phases, the residences that are completed and occupied would also become sensitive receptors.

Fugitive Dust PM₁₀

Fugitive dust (PM₁₀) would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. The project would implement Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) requiring fugitive dust control measures that are consistent with best management practices (BMPs) established by the BAAQMD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

In addition, due to the potentially contaminated soils on the project site from previous grading and capping activities, it is possible that further contaminated soils could be encountered during demolition and grading activities, particularly in areas that currently have existing structures that would be demolished. Specifically, under Buildings A, A2, and B2, a passive Vapor Barrier would be required to protect against potentially contaminated soils in these areas.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain NOA could release asbestos to the air and pose a health hazard. BAAQMD enforces CARB’s air toxic control measures at sites that contain ultramafic rock. The air toxic control measures for construction, grading, quarrying and surface mining operations were signed into state law on July 22, 2002, and became effective in SFBAAB in November 2002. The purpose of this regulation is to reduce public exposure to NOA. A review of the map with areas more likely to have rock formations containing NOA in California indicates that there is no asbestos in the immediate project area (USGS 2011). Therefore, it can be reasonably concluded that the project would not expose sensitive receptors to NOA. Impacts would be less than significant.

Diesel Particulate Matter

A Health Risk Assessment (HRA) was prepared for the project to assess potential criteria pollutant and health impacts that would result from construction of the proposed project, consistent with guidelines and methodologies from BAAQMD, CARB, OEHHA, and EPA (Appendix D). The HRA evaluated the estimated excess lifetime cancer risk and PM_{2.5} concentrations associated with diesel exhaust that would be emitted by onsite construction activities and diesel and gasoline exhaust emitted from vehicles associated with trips generated during construction.

Health risks were estimated for sensitive receptors located within 1,000 feet of the project boundary. A sensitive receptor is defined by the BAAQMD as, “Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas.”

The HRA-evaluated DPM (represented as exhaust PM_{2.5}) and PM_{2.5} (exhaust PM_{2.5} and fugitive PM_{2.5}) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary. According to the BAAQMD, a project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per liter (µg/m³).

The project site is located within 1,000 feet of existing and planned sensitive receptors, including existing and planned onsite sensitive receptors, that could be exposed to diesel emission exhaust during the phased construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest. The impacts were analyzed for seven scenarios based on receptor locations. Scenario 1 analyzed impacts from all phases of construction at existing and planned offsite sensitive receptors within approximately 1,000 feet of the project boundary (Figure 4.3-1). The other six scenarios, which are summarized in Table 4.3-7, analyze the onsite receptors at existing and proposed locations of sensitive receptors.

Table 4.3-7: Summary of Each Scenario Analyzed

Scenario	Description of Scenario
Scenario 1: All Offsite Receptors	All Offsite Receptors: Exposed to Phases 1+2+3+4 Demolition and Phases 1+2+3+4 Construction
Scenario 2: Existing Phase 2 Receptors	Existing Phase 2 Receptors: Exposed to Phase 1 Demolition and Phase 1 Construction

Scenario	Description of Scenario
Scenario 3: Existing Phase 3 Receptors	Existing Phase 3 Receptors: Exposed to Phases 1+2 Demolition and Phases 1+2 Construction
Scenario 4: Existing Phase 4 Receptors	Existing Phase 4 Receptors: Exposed to Phases 1+2+3 Demolition and Phases 1+2+3 Construction
Scenario 5: New Phase 1 Receptors	New Phase 1 Receptors: Exposed to Phases 2+3+4 Demolition and Phases 2+3+4 Construction
Scenario 6: New Phase 2 Receptors	New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction
Scenario 7: New Phase 3 Receptors	New Phase 3 Receptors: Exposed to Phases 4 Demolition and Phases 4 Construction

Source: Stantec 2020, Appendix D.

The construction DPM emissions were assumed to be generated within the project area being constructed in each phase. Because the demolition and construction phasing areas differ, emissions from demolition activities were assumed to be generated with the demolition phasing areas. The demolition phasing areas are shown in Figure 2.3-4, while the construction phasing areas are shown in Figure 2.3-5. Construction was assumed to occur on a schedule of 8 hours per day and 5 days per week.

Table 4.3-8 presents a summary of the project’s construction cancer risk, chronic non-cancer hazard, and PM_{2.5} concentration impacts at the Maximum Impacted Receptor (MIR) prior to the application of any equipment mitigation for each scenario analyzed. Annual PM_{2.5} emissions were estimated assuming implementation of Mitigation Measure AIR-1 (PBA EIR 2.2-2).

**Table 4.3-8: Estimated Health Risks and Hazards during Project Construction—
Unmitigated**

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	62.10	0.07791	0.5506
Risks and Hazards at the MIR: Child ¹	31.24	0.07791	0.5506
Risks and Hazards at the MIR: Adult ¹	3.47	0.07791	0.5506
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	49.65	0.09340	0.5911
Risks and Hazards at the MIR: Child ¹	11.21	0.09340	0.5911
Risks and Hazards at the MIR: Adult ¹	1.25	0.09340	0.5911

Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	54.35	0.06819	0.8452
Risks and Hazards at the MIR: Child ¹	27.34	0.06819	0.8452
Risks and Hazards at the MIR: Adult ¹	3.04	0.06819	0.8452
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	91.57	0.11489	0.4904
Risks and Hazards at the MIR: Child ¹	46.07	0.11489	0.4904
Risks and Hazards at the MIR: Adult ¹	5.11	0.11489	0.4904
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	106.28	0.09522	0.6683
Risks and Hazards at the MIR: Child ¹	26.75	0.09522	0.6683
Risks and Hazards at the MIR: Adult ¹	2.97	0.09522	0.6683
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	73.53	0.08857	0.7229
Risks and Hazards at the MIR: Child ¹	13.49	0.08857	0.7229
Risks and Hazards at the MIR: Adult ¹	1.50	0.08857	0.7229
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	30.12	0.03628	0.2328
Risks and Hazards at the MIR: Child ¹	5.43	0.03628	0.2328
Risks and Hazards at the MIR: Adult ¹	0.61	0.03628	0.2328
Highest From Any Scenario			
Risks and Hazards at the MIR	106.28	0.11489	0.8452
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter

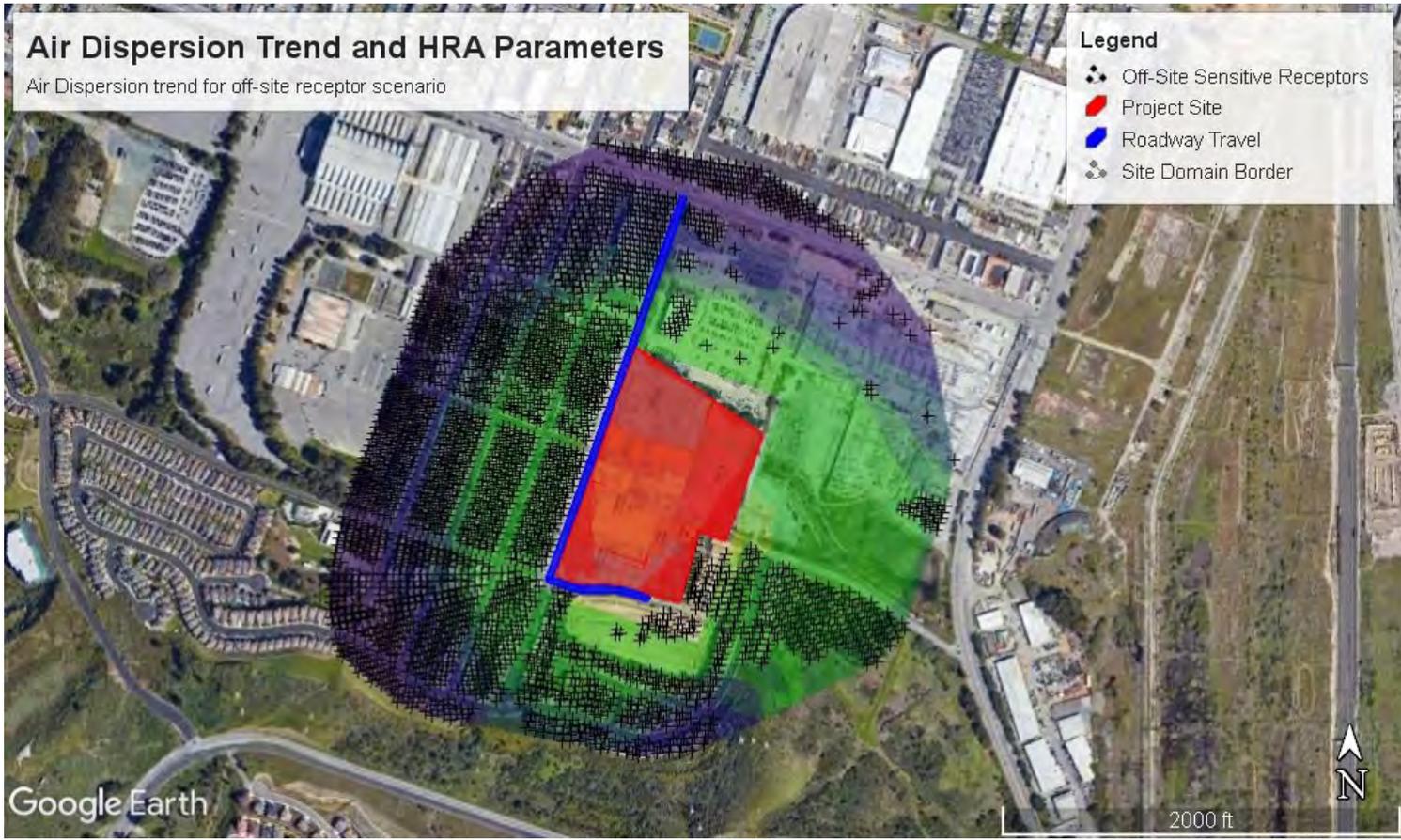
1. The MIR for each scenario analyzed is shown in Table 4.3-8.

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
----------	-----------------------------------	---	---

2. Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

This page left intentionally blank.



Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson



Figure No. **4.3-1**

Title **-site Sensitive Receptors Scenario)**

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank

As shown above in Table 4.3-8, the project construction DPM emissions would not exceed the BAAQMD’s chronic non-cancer hazard index threshold of significance at the MIR in any scenario; however, the project construction DPM emissions would exceed the BAAQMD’s cancer risk threshold of significance, and the proposed project’s PM_{2.5} emissions would exceed the BAAQMD’s annual PM_{2.5} threshold of significance in at least one scenario. Therefore, Mitigation Measure AIR-2, which requires all construction equipment greater than 50 hp to meet the Tier 4 Interim emissions standards, would be necessary to reduce potentially significant impacts from construction of the proposed project.

Table 4.3-9 presents a summary of the proposed project’s construction cancer risk, chronic non-cancer hazard, and PM_{2.5} concentration impacts at the MIR after implementation of Mitigation Measure AIR-2.

Table 4.3-9: Estimated Health Risks and Hazards during Project Construction—Mitigated

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	14.89	0.01334	0.2748
Risks and Hazards at the MIR: Child ¹	3.75	0.01334	0.2748
Risks and Hazards at the MIR: Adult ¹	0.416	0.01334	0.2748

Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	7.13	0.00859	0.3273
Risks and Hazards at the MIR: Child ¹	1.31	0.00859	0.3273
Risks and Hazards at the MIR: Adult ¹	0.145	0.00859	0.3273
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest From Any Scenario			
Maximum Risks and Hazards	14.89	0.02127	0.3273
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter

¹ The MIR for each scenario analyzed is shown in 4.3-8

² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

As noted in Table 4.3-9, the proposed project would not exceed any applicable significance threshold after application of Mitigation Measure AIR-2 in Scenarios 1-4 or in Scenarios 7; however, the proposed project would exceed an applicable threshold in both Scenarios 5 and 6. Specifically, the cancer risk in Scenario 5 would exceed the BAAQMD’s threshold of 10 in million for the cancer risk health impact, and the applicable PM_{2.5} concentration threshold would be exceeded in Scenario 6. As noted in Table 4.3-7, Scenario 5 analyzes the health impacts of the sensitive receptors that would occupy Phase 1 of the proposed project and would be exposed to emissions from demolition and construction activities associated with Phases 2 through 4 of the proposed project. Scenario 6 analyzes the health impacts of the sensitive receptors that would occupy Phase 2 of the proposed project and could be exposed to emissions from demolition and construction activities associated with Phases 3 and 4 of the proposed project. Because Scenarios 5 and 6 are the only scenarios in which an applicable health risk threshold was exceeded, and because Scenarios 5 and 6 include residential development contemplated by the proposed project, additional mitigation is available to further reduce the potential impact.

Mitigation Measure AIR-3, which requires the installation of MERV 13 filters in proposed residences included in Phases 1 and 2 of the proposed project would be implemented to reduce this impact to less than significant. MERV 13 filters would trap particles at an efficiency rate of 60 percent. After the installation and maintenance of an air

filtration system rated at MERV 13 per Mitigation Measure AIR-3, the cancer risk from project construction at the MIR (a residence in Phase 1 of the proposed project) would be reduced to approximately 6 in a million and the PM_{2.5} concentrations at the MIR (a sensitive receptor in Phase 2 of the proposed project) would be reduced to approximately 0.13 µg/m³. As shown in Table 4.3-10 the health risk impacts to the future residents would be less than the BAAQMD recommended significance thresholds of 10 in a million and 0.3 µg/m³, respectively. Therefore, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations after the implementation of additional mitigation.

**Table 4.3-10: Estimated Health Risks and Hazards during Project Construction—
Additional Mitigation**

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00534	0.1099
Risks and Hazards at the MIR: Child ¹	1.50	0.00534	0.1099

Scenario	Cancer Risk (risk per million)	Chronic Non-Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Risks and Hazards at the MIR: Adult ¹	0.17	0.00534	0.1099
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.85	0.00344	0.1309
Risks and Hazards at the MIR: Child ¹	0.52	0.00344	0.1309
Risks and Hazards at the MIR: Adult ¹	0.058	0.00344	0.1309
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest From Any Scenario			
Maximum Risks and Hazards	5.96	0.00747	0.2758
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	No	No	No

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter

¹ The MIR for each scenario analyzed is shown in 4.3-8

² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the proposed project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels, traffic volumes, and congestion levels are high. The BAAQMD’s preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. According to the BAAQMD CEQA Guidelines, the

proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, a regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

According to the Final Transportation Impact Study prepared for the proposed project by Hexagon Transportation Consultants, Inc., the proposed project would not generate traffic that would result in deterioration of an intersection from acceptable Level of Service (LOS) (LOS A through D) to LOS E or F under existing plus project conditions. As provided in the Existing Plus Project scenario in the Traffic Impact Study, the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Areas where vertical and/or horizontal mixing is substantially limited include areas such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways. The proposed project would not be affecting roadways in areas where vertical and/or horizontal mixing is substantially limited; the proposed project would not increase traffic volumes to more than 24,000 vehicles per hour in an area where vertical and/or horizontal mixing is substantially limited. Therefore, in accordance with BAAQMD's second tier screening criteria, the proposed project would not be expected to result in the generation of localized CO emissions in excess of the applicable threshold of significance.

As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions, such as DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur, and the impact is less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure AIR-1 (PBA EIR MM 2.2-2), Mitigation Measure AIR-2, and Mitigation AIR-3 are required.

MM AIR-2: Tier 4 Interim Engine Requirements – Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 50 horsepower to meet particulate matter emissions standards for Tier 4 Interim engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City.

MM AIR-3: Installation of MERV 13 Filters for Phase 1 and Phase 2 – The applicant shall install high efficiency MERV filters with a rating of 13 in the intake of the residential ventilation systems in all

residential units that would be included in Phases 1 and Phase 2 of the project. To ensure maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer's recommendations lasting through the end of all construction associated with the proposed project. A signed commitment letter from the owner/property manager shall be submitted to City prior to the first occupancy of Phase 1 of the project.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact AIR-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is not located near any such land uses, and the proposed project would not introduce any such land uses.

Residential, retail, or office land uses are not typically associated with the creation of substantial objectionable odors. Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary, and associated diesel emissions would be regulated per federal, state, and local regulations, including compliance with all applicable BAAQMD rules and regulations, which would help to control construction-related odorous emissions. Therefore, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors, and a less than significant impact related to objectionable odors would result.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

4.4 BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Environmental Setting

Regionally, the project site has a Mediterranean climate characterized by cool, dry summers and moderate winters, with average annual temperatures ranging from 65.2 to 49.3 degrees Fahrenheit (°F). Historical data used to describe the climate was collected at the San Francisco International Airport Station, approximately 5.5 miles south of the project site (Western Regional Climate Center 2019). Precipitation in the project site occurs as rain. Average annual rainfall is 19.94 inches and primarily occurs from October through May.

A Stantec biologist conducted a desktop analysis based on a review of existing information about sensitive biological resources known to occur near the project site to determine whether biological resources are absent, present, and/or are likely to be present. For the purpose of this evaluation, special-status plant species include plants that are as

follows: 1) listed as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA); 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; 4) designated as rare by the California Department of Fish and Wildlife (CDFW); or 5) California Rare Plant Rank 1A, 1B, 2A or 2B species. Special-status animal species include species that are as follows: 1) listed as threatened or endangered under CESA or FESA; 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; or 4) identified by the CDFW as species of special concern or fully protected species.

Sensitive natural communities are those communities that are highly limited in distribution and may or may not contain rare, threatened, or endangered species. The California Natural Diversity Database (CNDDDB) ranks natural communities according to their rarity and endangerment in California. Habitats are considered sensitive if they are identified on the CDFW List of Vegetation Alliances and Associations as being highly imperiled or classified by CDFW in the CNDDDB as natural communities of special concern – Ranks S1 to S3.

A CNDDDB and California Native Plant Society (CNPS) database search for special-status species typically includes nine U.S. Geological Survey 7.5-minute quadrangle maps for a small project located within a single quadrangle—the quadrangle that covers the study area—and the eight quadrangles that surround the project quadrangle. In this case, the *San Francisco South*, *San Francisco North*, *Oakland West*, and *Hunter's Point* topographic quadrangles within a 5-mile radius of the project site were queried.

Other information sources consulted to determine which special-status species could potentially occur in the project site included the following:

- USGS California 7.5-minute topographic quadrangles for San Francisco South, San Francisco North, Oakland West, and Hunter's Point;
- Aerial photographs of the project site and surrounding vicinity (Google Earth 2019);
- United States Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur in the project site (USFWS 2019a);
- USFWS Designated Critical Habitat (USFWS 2019a)
- USFWS National Wetlands Inventory (USFWS 2019b)
- The CDFW CNDDDB plant and animal records within 5 miles of the project site (CDFW 2019a);
- Special Animals List (CDFW 2019b);
- The CNPS online Inventory of Rare and Endangered Plants (CNPS 2019)
- California Wildlife Habitat Relationships System (WHRS) (CDFW 2014).

Based on this review of existing information, a list of special-status species that have the potential to occur or are known to occur in the project site and vicinity was developed. The list was refined based on the habitat within and adjacent to the project site to determine the potential for those species to occur.

Habitat Communities

Habitat types within the project site were classified based on descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988), as well as the California Natural Community List (CDFW 2019c), which is adapted from the technical approach and vegetation alliance classification system described in *A Manual of California Vegetation* (Sawyer et al. 2009). The habitat community present in the project site includes Urban. No aquatic resources were identified in the project site. A description of the habitat within the project site is provided below.

Urban

The project site consists of residential and commercial structures, parking areas, landscaped areas, and an existing park. The existing park includes an open grass area, play structures, and basketball courts. Landscaped areas throughout the project site include ornamental trees and shrubs planted adjacent to roadways and walkways. Additionally, there are trees planted adjacent to the northern and eastern boundary of the project site.

Aquatic Habitats

No aquatic habitats occur within the project site; however, a small unnamed creek flows underneath the project site through a box culvert system that outlets approximately 50 feet east of the project limits into an open earthen channel. The project would not impact the existing culvert that flows underneath the project. Based on aerial imagery, vegetation along the unnamed creek includes unknown shrubs and herbaceous species. Approximately 650 feet downstream of the project site, there is an existing marsh adjacent to the channel. The unnamed creek continues flowing through another box culvert until it reaches an open channel and into the San Francisco Bay. The creek appears to receive runoff from the surrounding developments and roadsides.

Special-Status Species

Plants

A total of 65 special-status plant species were identified based on a review of pertinent literature, the USFWS species list and CNDDDB and CNPS database records. CNNDDB special-status plant species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and immediate vicinity to determine if potential habitat occurs in the project site. The project site does not provide suitable habitat for special-status plants due to the existing development. The unnamed creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status plants within the unnamed creek channel:

- bristly sedge (*Carex comosa*) – CNPS 2B.1
- California seablite (*Suaeda californica*) – Federal Endangered (FE), CNPS 1B.1
- johnny-nip (*Castilleja ambigua* var. *ambigua*) – CNPS 4.2
- marsh sandwort (*Arenaria paludicola*) – FE, State Endangered (SE), CNPS 1B.1
- water star-grass (*Heteranthera dubia*) – CNPS 2B.2

Wildlife

A total of 58 special-status animal species were identified based on a review of pertinent literature, the USFWS species list, CNDDDB database records, and a query of the California WHRS (CDFW 2014). CNNDDB special-status animal species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and the immediate vicinity to determine the species'

potential to occur in or near the project site. The project site does not provide suitable habitat for special-status species due to the existing development. The unnamed creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status animals within the unnamed creek channel:

- California red-legged frog (*Rana draytonii*) – Federal Threatened (FT), Species of Special Concern (SSC)
- San Francisco gartersnake (*Thamnophis sirtalis tetrataenia*) – FE, SE, Federal Protected (FP)
- western bumble bee (*Bombus occidentalis*) – Critically Endangered (CE)
- western pond turtle (*Emys marmorata*) – SSC

Based on this review of existing information, a list of special-status species that have the potential to occur or are known to occur in the project site and vicinity was developed (Appendix E). The list was refined based on the habitat within and adjacent to the project site to determine the potential for those species to occur.

Critical Habitat

The project site is not within USFWS designated critical habitat. There is critical habitat within the vicinity of the project site, including Franciscan manzanita (*Arctostaphylos franciscana*) critical habitat located 0.77-mile northwest and Bay checkerspot butterfly critical habitat located 1.25 miles south of the project site.

4.4.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.3 of the General Plan EIR discusses impacts on biological resources. According to the General Plan EIR, due to the city's urban character there are no wetlands, riparian habitat, or wildlife corridors that would be impacted by future development. The General Plan EIR indicates two undeveloped areas within the Coastal Zone and San Bruno Mountain are the only areas that contain suitable habitat for special-status species. However, adherence to established regulations and General Plan policies would ensure potential impacts to special-status species in these areas would be less than significant. The General Plan EIR also determined that the General Plan would not conflict with the San Bruno Habitat Conservation Plan or the City's Urban Forestry Ordinance.

The following General Plan policies would be applicable to the proposed project:

- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater National Pollutant Discharge Elimination Service (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.
- Policy LU-17:** Ensure that private development is responsible for providing any on- or offsite improvements related to and/or mitigating the impacts it causes.
- 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.
- Policy LU-23:** Through the development review process, work to protect and preserve special status plant and animal species.

Plan Bay Area EIR Summary

The following summarizes the potential impacts on biological resources discussed in Chapter 2.9 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.9-1a: Special-Status Species. The Plan Bay Area EIR analyzed the potential impacts related to species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by CDFW or USFWS, and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9-1(a), the impact would be less than significant (Refer to Impact BIO-1 in Section 4.4.3, Project-Specific Analysis).

PBA EIR MM 2.9-1[a]: Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resource assessments establish that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) or other applicable plans developed to protect species or habitat. Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- *In support of CEQA, NEPA, CDFW, and USFWS review and permitting processes for individual proposed Plan projects, pre-project biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be conducted at times when the subject species is most likely to be identified. In cases where impacts to state- or federally-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by-species basis to determine the local distribution of these species. Coordination with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects that could adversely affect federal or state candidate, proposed, threatened, or endangered species to determine the need for consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required before project implementation.*
- *Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and transportation project footprints near sensitive areas to the extent practicable.*
- *Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present to the extent feasible.*
- *Individual projects shall minimize the use of in-water construction methods in areas that support sensitive aquatic species, especially when listed species could be present.*
- *In the event that equipment needs to operate in any watercourse with flowing or standing water where special-status species may be affected, a qualified biological resource monitor shall be present to alert construction crews to the possible presence of such special-status species.*

- *If project activities involve pile driving or vibratory hammering in or near water, interim hydroacoustic threshold criteria for protected fish species shall be adopted as set forth by the Interagency Fisheries Hydroacoustic Working Group, as well as other avoidance methods to reduce the adverse effects of construction to sensitive fish, piscivorous birds, and marine mammal species.*
- *Construction shall not occur during the breeding season near riparian habitat, freshwater marshlands, and salt marsh habitats that support nesting bird species protected under the Endangered Species Act, Migratory Bird Treaty Act, or California Fish and Game Code (e.g., yellow warbler, tricolored blackbird, Ridgway's rail, etc.).*
- *A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction.*
- *For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin.*
- *Biological monitoring shall be considered for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.*
- *Efforts shall be made to minimize the adverse effects of light and noise on listed and sensitive wildlife.*
- *Project activities shall comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species.*
- *Compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.*

Impact 2.9-1b: Designated Critical Habitat. The Plan Bay Area EIR analyzed the potential impacts related to designated critical habitat for federally listed plant and wildlife species and determined with implementation of Mitigation Measure 2.9-1(b), the impact would be less than significant. Mitigation Measure 2.9-1(b) is not applicable to the proposed project (Refer to Impact BIO-2 in Section 4.4.3, Project-Specific Analysis) because there is no critical habitat in the project area.

Impact 2.9-2: Riparian Habitat, Federally Protected Wetlands, or Other Sensitive Natural Communities. As discussed in the Plan Bay Area EIR, projects would have the potential to affect jurisdictional waters and other sensitive habitats, resulting in a potentially significant impact. The Plan Bay Area EIR identifies Mitigation Measure 2.9-2 to reduce impacts to jurisdictional waters to a less than significant level. Mitigation Measure 2.9-2 is not applicable to the proposed project (Refer to Impact BIO-3 in Section 4.4.3, Project-Specific Analysis) because there is no riparian habitat or federally protected wetlands in the project area.

Impact 2.9-3: Movement of Native Resident or Migratory Fish or Wildlife Species, Wildlife Corridors, and Nursery Sites. The Plan Bay Area EIR analyzed the potential impacts related to substantially interfering with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory

wildlife corridor, or impede the use of native wildlife nursery sites, and determined with implementation of Mitigation Measure 2.9-3, the impact would be less than significant. Mitigation Measure 2.9-3 is not applicable to the proposed project because there are no wildfire corridors in the project area (Refer to Impact BIO-4 in Section 4.4.3, Project-Specific Analysis).

Impact 2.9-4: Local Conservation Policies, Ordinances, and Plans. As discussed in the Plan Bay Area EIR, development projects would be required to follow city and county development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of biological resources. Additionally, consistency with an adopted HCP or other conservation plan is a legal requirement; and, the design, approval, and permitting of future development and transportation projects within an area covered by an HCP or other conservation plan are intended and expected to comply with that requirement. Therefore, the Plan Bay Area EIR determined that the potential for approved development projects to conflict with local policies or ordinances protecting biological resources would be less than significant and no mitigation measures were identified.

4.4.3 Project-Specific Analysis

Impact BIO-1 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?

Impact Analysis

Special-Status Plant Species

There is no potential habitat within the project site for special-status plant species with occurrences within a 5-mile radius. The project site is completely developed, and the existing park and landscaped areas are frequently disturbed by maintenance activities such as mowing and trimming. Based on the lack of suitable habitat, the project site does not provide potential habitat for special-status plant species to occur, and there would be no impacts to special-status plants.

Special-Status Wildlife Species

Although there are CNDDDB occurrence records within 5 miles of the project site for special-status animal species (CDFW 2019a), the project site does not provide suitable habitat (i.e., aquatic features, tall trees) for potential special-status animal species to occur. Due to the project site having landscaped areas and ornamental trees, the site provides minimal foraging and nesting habitat for migratory birds under the Migratory Bird Treaty Act or California Fish and Game Code. The adjacent creek, marsh, and associated aquatic vegetation may provide suitable habitat for aquatic and semi-aquatic special-status species and migratory nesting birds; however, this is outside the project site boundaries, and there would be no associated impacts.

Avoidance and minimization measures would be incorporated into the proposed project to avoid direct and indirect effects to special-status species and their habitat. If proposed project activities occur during the nesting bird season (generally considered from February 1 to August 31), construction may cause direct effects (e.g., tree removal and vegetation clearing) and indirect effects to nesting birds (e.g., noise and vibration) by causing adults to abandon active nests, resulting in nest failure and reduced reproductive success. Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]) requires preconstruction nesting bird surveys to document all nests on the project site and implementation of protective buffers around documented nests during construction to minimize disturbance to nesting birds during construction. Based on the lack of suitable nesting habitat in the project site, there is low potential for special-status

species to occur, and with the implementation of Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]), impacts to migratory nesting bird species would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis

The project site does not contain any sensitive natural communities as classified by the CDFW. In addition, no aquatic habitats were identified within the project site that could be considered waters of the United States and subject to the USACE and RWQCB jurisdiction under Sections 404 and 401 of the Clean Water Act, or subject to CDFW jurisdiction under Section 1600 of the California Fish and Game Code. Therefore, the proposed project would have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations or by the CDFW or USFW.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis

No aquatic resources or potential wetlands covered under the jurisdiction of the USACE or RWQCB occur within the project site. As such, there would be no impact to state or federally protected wetlands.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-4 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 wildlife nursery sites?

Impact Analysis

Habitat corridors are segments of land that provide linkages between different habitats while also providing cover. On a broader level, corridors also function as avenues along which wide-ranging animals can travel, plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters, and threatened species can be replenished from other areas. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Habitat corridors have been recognized by federal agencies, such as the USFWS, and the state as important habitats worthy of conservation. In general, movement corridors consist of areas of undisturbed land cover that connect larger, contiguous habitats. The project site does not act as a corridor for species dispersal or provide migration habitat connectivity to adjacent habitat and is not part of any defined essential connectivity areas as identified in the California Essential Habitat Connectivity Project (Spencer et al. 2010); therefore, the proposed project would have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

The proposed project would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies or ordinances. A tree survey was conducted for the proposed project on September 3, 2019 (HortScience | Bartlett Consulting 2019) (Appendix F). The survey included all trees located within the project site and adjacent areas, specifically the northern and eastern limits of the proposed project. A total of 219 trees were counted, including 38 different native and non-native species. A total of 213 trees would be directly impacted by redevelopment and would require removal during each respective demolition phase. Two Italian stone pines (*Pinus pinea*) (#215 & 216) as well as four blackwood acacias (*Acacia melanoxylon*) (#216-219) could potentially be preserved. Minor pruning for adjacent trees along the northern project site limits may be needed for clearance. Additional trees within the SFPUC easement may be located within the development area and may need to be removed. Any tree that would be removed and is within public property would be required to comply with Sections 12.40.120 and 12.40.140 of the City's Municipal Code related to tree removal permits and replacement trees⁵. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

⁵ The City's Municipal Code 12.40.140 requires replacement trees to be a minimum of two 24-inch box size (the combined canopy of which is approximately ten percent of the average street tree canopy in the City or replacement canopy of 17 sf). If it is determined that replacement trees cannot be planted in the same frontage, costs for two trees, each 24-inch box size, plus labor for planting, shall remain in effect. This replacement tree shall be planted on specified alternate public property.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis

The project site is adjacent to the San Bruno Mountain HCP; however, the project site does not fall within this HCP boundary or any other local, regional, or state HCP or natural community conservation plan. As such, there would be no impact with respect to conflicting with provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

This section provides an overview of the history of the City and of resources of historical significance that may be affected by the proposed project.

History of the City of Daly City

The City is located in the northwest portion of San Mateo County and shares a border with the City and County of San Francisco to the north, Pacifica to the south, and South San Francisco, Colma, and Brisbane to the east. West of Daly City is the Pacific Ocean. In general, the City is highly urbanized with residential, commercial, and institutional land uses. Most of the open space in the City is located along the coastline. Studies indicate that San Mateo County may have been inhabited between 3,500 and 2,500 B.C. Recent history shows that the area has been inhabited by the Ohlone Indian Tribe, the Spanish peoples, and Mexican peoples.

Native American Period

The Ohlone Tribe primarily occupied the coastline in the San Francisco Bay Area, stretching from San Francisco to Monterey Bay. The Ohlone concentrated near inland villages located on the Colma and San Bruno creeks, as well as a seasonal village on the coast at Mussel Rock. The Ohlone were known to hunt deer, rabbits, fish, wild geese, and ducks in addition to gathering food such as nuts, roots, berries, and shellfish such as mussels and clams. Most of the fishing was done on the inland bay areas, while the coast provided sea otters and seals.

Spanish Period

Considered the first Europeans to reach the San Francisco Bay Area, Spanish explorers led by Juan Bautista de Anza established the Mission of San Francisco de Asis (Mission Dolores) in 1776. The primary route between Mission Dolores and other missions was El Camino Real (now called Mission Street), which runs through the City.

Mexican Period

Between 1822 and 1848, under the Mexican rule of California, land was issued to individuals, including cattle ranchers and hide and tallow traders. The City was part of three land grants, including "Rancho Buri," which was one of the largest grants within the Peninsula.

American Period

In 1868, John Daly purchased approximately 250 acres in the City and was the owner and operator of the San Mateo Dairy. As such, he would eventually become a prominent figure in the area, eventually having the City named after him in 1911 when the City became incorporated.

As a result of the 1906 earthquake, population surged in the areas surrounding Daly's ranch as he opened his land for emergency use by victims and people seeking refuge from the earthquake and fires. Eventually, a small community formed near Daly's ranch, and he ended up subdividing his land in 1907, leading to the City's first residential subdivision, known today as the Crocker neighborhood.

The largest surge in population occurred after World War II. Henry Doelger purchased 600 acres of sand dunes and cabbage patches along the western edges of the City, which was annexed in 1948 and subsequently developed into what is known today as the Westlake community. Doelger would continue to develop the area with thousands of homes and several shopping centers.

Historical Resources

There are no sites in the City listed on the National Register of Historic Places and/or the California Register of Historic Resources; however, there are approximately 46 other properties identified as having potential historic value at the local level within the City.

Archaeological Resources

According to the General Plan EIR, 58 cultural resource studies have been conducted in and around the City consisting of a mixture of architectural and archaeological studies generally concentrated around the I-280 corridor, the coastal margin, and the periphery of San Bruno Mountain (City of Daly City 2012). As a result of the studies, several areas have uncovered archaeological resources attributed to Native American history, located generally in the northern part of San Mateo County and in close proximity to sources of water, wetlands, coastal terraces, and sheltered valleys (City of Daly City 2012).

Furthermore, a brief review of a recorded resources map database and a general landform analysis of existing waterways and known archaeological resources indicate that the project area is not sensitive for archaeological resources.

4.5.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.4 of the General Plan EIR discusses potential impacts on prehistoric and historic resources. According to the General Plan EIR, new development has the potential to disrupt undiscovered archeological resources and unrecorded historic resources during proposed project construction. However, compliance with existing federal, state, and local laws as well as policies contained in the General Plan would reduce impacts on archeological and historic resources to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy RME-19: Undertake measure to protect and preserve historic and archaeological resources.

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

Plan Bay Area EIR Summary

The following summarizes the potential impacts to cultural resources discussed in Chapter 2.11 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.11-1: Historical Resources. The Plan Bay Area EIR analyzed the potential impacts related to a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11-1, the impact would be less than significant with mitigation (Refer to Impact CUL-1 in Section 4.5.3, Project-Specific Analysis).

***PBA EIR MM 2.11-1:** Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *Realign or redesign projects to avoid impacts on known historic resources where possible.*
- *Require a survey and evaluation of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented.*
- *If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings.*
- *Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.*

Impact 2.11-2: Archaeological Resources. The Plan Bay Area EIR analyzed the potential impacts related to a substantial adverse change in the significance of a unique archaeological resource as defined in Section 15064.5 and determined with the implementation of Mitigation Measure 2.11-2 the impact would be less than significant. However, Mitigation Measure 2.11-2 is not relevant to the proposed project because no known archaeological resources are present in the project area.

Impact 2.11-4: Disturb Human Remains. The Plan Bay Area EIR analyzed the potential impacts related to the disturbance of human remains, including those interred outside of formal cemeteries, and determined impacts would be less than significant as projects are required to comply with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097. Compliance with these state regulations provide an opportunity to avoid or minimize the disturbance of human remains, and appropriately treat any remains that are discovered. Therefore, impacts to human remains would be less than significant, and no mitigation measures were identified.

4.5.3 Project-Specific Analysis

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact Analysis

A desktop review of buildings over the age of 45 was conducted by an architectural historian, and no historic resources (likely eligible under state, federal, or local historic preservation criteria) were identified. Thus, the proposed project is not anticipated to have an impact on any known or potential historical resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

Based on a database review of recorded archaeological resources, no known archaeological resources are present in the project area. Further, the area and project site have been heavily developed, and it is very unlikely that buried archaeological resources are present. Although very unlikely, if archaeological resources are encountered during construction, adherence to the aforementioned requirements would be required to ensure that potentially significant archaeological resources pursuant to Section 15064.5 are treated appropriately. As such, Mitigation Measure CUL-1 (PBA EIR MM 2.11-1) would be required and would ensure that impacts associated with damage to buried archaeological resources would remain less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure CUL-1 (PBA EIR MM 2.11-1) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact CUL-3 Disturb any human remains, including those interred outside of formal cemeteries?

Impact Analysis

The proposed project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. Although the proposed project would include ground-disturbing activities during construction, the project site is highly disturbed and has had extensive previous ground disturbing activities. If human remains did exist on within the project site, they likely would have been discovered during these previous ground disturbing activities. In the very unlikely event that previously undiscovered human remains are discovered onsite during proposed project construction, the proposed project would be required to comply with California Health and

Safety Code Sections 7050.5 and 7052 and PRC Section 5097. Sections 7052 and 7050.5 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony, and that construction or excavation be stopped in the vicinity of discovered human remains until the County coroner can determine whether the remains are those of a Native American. If discovered remains are found to be Native American, the coroner must contact the California Native Heritage Commission. Additionally, compliance with Section 15064.5 of the CEQA Guidelines would set forth procedures in the event of an unexpected discovery of Native American human remains on non-federal land. Therefore, with adherence to standard state and federal regulations, impacts related to disturbance of human remains would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.1 Environmental Setting

Natural gas and electricity are currently provided to the project area by PG&E. A number of regulations exist associated with reducing energy usage, one of the most prevalent being Parts 6 and 11 of CBC (CCR, Title 24). Part 6, the 2019 Building Energy Efficiency Standards, focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and includes requirements that will enable both demand reductions and future solar electric and thermal system installations. The 2019 Building Energy Efficiency Standards also include updates to the energy efficiency divisions of Part 11, the 2019 California Green Building Standards (otherwise known as the CALGreen Code). A set of prerequisites has been established for both the residential and nonresidential standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. The California Energy Commission estimates that implementation of the 2019 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 53 percent less energy than those under the 2016 standards and may reduce greenhouse gas emissions by 70,000 metric tons over three years (California Energy Commission 2019).

In addition, the City of Daly City has developed its Climate Action Plan (CAP), which identifies how the City and the broader community could reduce Daly City's GHG emissions and includes reduction targets, strategies, and specific actions.

The proposed project would be required to comply with all applicable regulations associated with energy efficiency, as well as the applicable Daly City General Plan policies.

4.6.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.6 of the General Plan EIR discusses impacts related to energy. Energy use under the General Plan would be moderated by applicable state regulations, and therefore would ensure that energy use will not be wasteful, inefficient, or unnecessary. The General Plan EIR also determined there would be a slight reduction in energy use per service population, indicating implementation of the General Plan would have a less than significant impact on energy use.

The following General Plan policies would be applicable to the proposed project:

- Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
- Policy HE-25: Mandate the inclusion of green building techniques into most new construction.
- Policy HE-29: Promote alternative sources of energy in all homes.

Plan Bay Area EIR Summary

Chapter 2.4 of the Plan Bay Area EIR discusses potential impacts related to energy consumption. Implementation of the Plan Bay Area would result in the densification of land use, increased energy efficiency from residential land uses, and a net reduction in the consumption of automotive fuel. Additionally, future land use projects would be required to comply with the Title 24 Standards Building Code and incorporate feasible measures to reduce wasteful, inefficient, or unnecessary consumption of energy during construction or operation, and would increase reliance on renewable energy sources. Therefore, the Plan Bay Area EIR determined that impacts related to energy consumption would be less than significant, and no mitigation measures were identified.

4.6.3 Project-Specific Analysis

Impact EN-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Impact Analysis

Construction
Off-Road Equipment

The proposed project is anticipated to be constructed in four phases, with Phase 1 breaking ground January 1, 2021 and Phase 4 completed in October 2026. Table 4.6-1 provides estimates of the project’s construction fuel consumption from off-road construction equipment.

Table 4.6-1: Construction Off-Road Fuel Consumption

Phase	Construction Activity	Fuel Consumption (Gallons)
Phase 1	Demolition	2,242
	Site Preparation	3,763
	Grading	3,161
	Building Construction	19,287
	Paving	2,114
	Architectural Coating	420
Phase 2	Demolition	4,671
	Site Preparation	3,404
	Grading	2,654
	Building Construction	16,528
	Paving	3,052
	Architectural Coating	456

Phase	Construction Activity	Fuel Consumption (Gallons)
Phase 3	Demolition	7,474
	Site Preparation	6,586
	Grading	14,678
	Building Construction	19,287
	Paving	4,413
	Architectural Coating	420
Phase 4	Demolition	7,474
	Site Preparation	6,586
	Grading	5,268
	Building Construction	19,287
	Paving	5,441
	Architectural Coating	420
Phase 4 (Offsite Road Improvements)	Site Preparation	48
	Grading	107
	Paving	1,448
Total		160,691

Notes:

Totals may appear not to sum exactly due to rounding. All calculations were completed using unrounded values.

Source: Stantec 2020, Appendix D

As shown in Table 4.6-1, construction activities associated with the proposed project would be estimated to consume 160,691 gallons of diesel fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 4.6-2 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 4.6-2: Construction On-Road Fuel Consumption

Project Phase	Total Annual Fuel Consumption (gallons)
Phase 1	14,722
Phase 2	17,912
Phase 3	14,575
Phase 4	25,537
Phase 4 – Offsite Road Improvements	320

Project Phase	Total Annual Fuel Consumption (gallons)
Total Construction On-Road Fuel Consumption	73,065

Notes:

Totals may appear not to sum exactly due to rounding. All calculations were completed using unrounded values.

Source: Stantec 2020, Appendix D

Long-Term Operations

Transportation Energy Demand

Table 4.6-3 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the project site. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

Table 4.6-3: Long-Term Operational Vehicle Fuel Consumption

Project Component	Trips per Day	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (gallons)
Apartments	4,518	9,399,075	34.2	274,827
Day Care	511	974,085	34.2	28,482
Total				303,309

Notes:

Percent of vehicle trips and VMT provided by CalEEMod.

Average fuel economy is provided by United States Department of Transportation, Bureau of Transportation Statistics and reflects fuel economy of overall fleet, not just new vehicles.

CalEEMod = California Emissions Estimator Model

VMT = vehicle miles traveled

Source: Stantec 2020, Appendix D

As shown in Table 4.6-3, annual vehicular fuel consumption is estimated to be 303,309 gallons of both gasoline and diesel fuel. In terms of land use planning decisions, the proposed project would constitute development within an established community and would not be opening up a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce VMT. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region.

Building Energy Demand

As shown in Tables 4.6-4 and 4.6-5, the proposed project is estimated to demand 2,340,535 kilowatt hours of electricity and 11,296,973 100-thousands of British Thermal Units of natural gas, respectively, on an annual basis.

Table 4.6-4: Long-Term Electricity Usage

Land Use	Size (ksf)	Title 24 Electricity Energy Intensity (kWh/size/year)	Nontitle 24 Electricity Energy Intensity (kWh/size/year)	Lighting Energy Intensity (kWh/size/year)	Total Electricity Energy Demand (kWh/size/year)	Total Electricity Demand (kWh/year)
Apartments	555	233.06	3172.76	810.36	4216.18	2,339,980
Day Care Center	125	0.66	1.27	2.51	4.44	555
Total						2,340,535

Notes:

The proposed project could potentially include a variety of uses consistent with the development standards; however, the land use selections above were based on estimating the “worst-case” scenario demand for electricity.

ksf = 1,000 square feet

kWh = kilowatt hour

Source: Stantec 2020, Appendix D

Table 4.6-5: Long-Term Natural Gas Usage

Land Use	Dwelling Units (ksf)	Title 24 Natural Gas Energy Intensity (KBTU/size/year)	Nontitle 24 Natural Gas Energy Intensity (KBTU/size/year)	Total Natural Gas Energy Demand (KBTU/size/year)	Total Natural Gas Demand (KBTU/year)
Apartments	555	17734.5	2615	20349.5	11,293,973
Day Care Center	125	14.85	1.62	16.47	2,059
Total					11,296,031

Notes:

The proposed project could potentially include a variety of uses consistent with the development standards; however, the land use selections above were based on estimating the “worst-case” scenario demand for electricity.

ksf = 1,000 square feet

KBTU= 1,000 British Thermal Units

Source: Stantec 2020, Appendix D

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued. In addition, the City’s General Plan includes policies and programs that seek to reduce energy consumption.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 would increase energy efficiency and reduce energy demand in comparison to existing residential structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

The City's General Plan and Plan Bay Area include energy goals and policies to reduce the reliance on nonrenewable energy sources in existing and new commercial, industrial, and public structures. The City's CAP also includes strategies focused on green building, renewable energy, transportation and land use, education and waste management.

The proposed project would not conflict with the energy objectives of the General Plan, Plan Bay Area, nor the strategies in its CAP. The proposed project would constitute development within an established community and would not be opening up a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce VMT. The proposed project would not impede the City's bicycle and pedestrian network, would include onsite and offsite improvements of pedestrian infrastructure (sidewalks), and would provide bicycle parking in accordance with the City's Municipal Code.

The proposed project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and are in accordance with all applicable City measures.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The impact is less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

4.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Setting

The following background setting information focuses on the existing topography of the project site, the underlying bedrock, and site seismicity, as well as the general conditions and expansiveness of the onsite soils. A Geotechnical Investigation dated February 5, 2020, was prepared for the project site by Rockridge Geotechnical (Appendix G).

The City is located in the Coast Range geomorphic province of California, a relatively geologically young and seismically-active region on the western margin of the North American plate. The Coast Range is composed of mountain ranges and valleys that trend northwest, subparallel to the San Andreas Fault. The Coast Range is composed of thick Mesozoic and Cenozoic sedimentary strata that dip beneath the alluvium of the Great Valley to the

east. To the west is the Pacific Ocean; the coastline is uplifted, terraced, and wave-cut. The northern and southern ranges are separated by a depression containing the San Francisco Bay. West of the San Andreas is the Salinian Block, a granitic core extending from the southern extremity of the Coast Ranges to the north of the Farallon Islands.

The Alquist-Priolo Special Studies Zone Act of December 1972 (AP Zone Act) regulates development near active faults to mitigate the hazard of surface fault rupture. The AP Zone Act requires that the State Geologist (Chief of the California Department of Mines and Geology [CDMG]) delineates “special study zones” along known active faults in California. Cities and counties affected by these zones must regulate certain development projects within these zones. The AP Zone Act prohibits the development of structures for human occupancy across the faults displaced during the last 11,000 years. “Potentially” active faults are those that show evidence of surface displacement during the last 1.6 million years. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity is sometimes difficult to obtain and locally may not exist.

Seismic potential in the City is dominated by the nearby San Andreas and Gregorio Fault System, a complex of active faults, where moderate to strong earthquakes have been generated, which lies as close as 4.4 miles southwest of the project site. The faults that comprise this system are typified by right-lateral, strike-slip movement. Other active earthquake faults in the region include the Hayward Fault, which lies roughly 13 miles east of the project site across the San Francisco Bay, and the Serra Fault, which passes as close as 3 miles to the southwest. Based on maps published by the California Geological Survey, the only Alquist-Priolo Earthquake Fault Zone that has been mapped in the immediate vicinity of the project area is the zone that flanks the San Andreas Fault. This zone does not cross the project site (DOC 2010, Rockridge Geotechnical 2020).

According to the Geotechnical Investigation completed for the proposed project area, the overall probability of a magnitude 6.7 or greater earthquake on a fault in the greater Bay Area in the next 30 years is estimated at 72 percent. According to the General Plan EIR, the probability of a large earthquake on the San Andreas Fault—the fault responsible for the 1906 San Francisco earthquake and the 1989 Loma Prieta earthquake—in the next 30 years is about 21 percent. The expected earthquake intensity is between VII and X on the Modified Mercalli Intensity Scale for an earthquake magnitude of 7.2 on the San Andreas Fault. Earthquake resistance of any building is dependent upon an interaction of seismic frequency, intensity, and duration with the structure’s height, condition, and construction materials.

Soil properties can affect the construction and maintenance of roads, building foundations, and infrastructure. The General Plan EIR indicates that the Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over nine soil types in the City. The City may be susceptible to some soil hazards, such as erosion, shrink/swell potential (expansive soils), and subsidence. The project site is not located in, or within 20 miles of a landslide hazard area (California Geologic Service 2020).

According to the Geotechnical Investigation completed for the project site, the north portion of the project site is underlain by artificial fill with Pleistocene-age alluvium occurring along the northern most edge of the area. The south portion of the project site is underlain by Quaternary-age hillslope deposits (Rockridge Geotechnical 2020). The groundwater depth varies from 1 to 12 feet below ground surface (bgs) at the project site; however, for preliminary design purposes the Geotechnical Investigation recommends assuming groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020).

Paleontological Resources

The University of California Museum of Paleontology specimens list contains more than 300 localities where fossils have been found throughout San Mateo County. One such locality is located in the City at Mussel Rock; however,

exact locations of the fossils are not provided in order to protect the paleontological resources. Two fossilized plant species have been found in that location, including the *Pseudotsuga taxifolia* and *Pinus masonii* (City of Daly City 2012). Mussel Rock is located approximately 5 miles southwest of the project site.

4.7.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.5 of the General Plan EIR discusses potential impacts on geology and soils. According to the General Plan EIR, part of the City is located within an Alquist-Priolo Earthquake Fault Hazard Zone, and as a result there is considerable risk of surface fault rupture within the City. Additionally, there is potential for soil erosion to increase during construction, and the threat of landslides also exists in the City. However, compliance with existing federal, state, and local laws, as well as policies contained in the General Plan would reduce potential impacts to less than significant levels.

The following General Plan policies are applicable to the proposed project:

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-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.

Plan Bay Area EIR Summary

Geology and Soils

Chapter 2.7 of the Plan Bay Area EIR evaluated potential impacts related to geology and soils. The Plan Bay Area EIR determined that all impacts related to geology and soils would be less than significant, and no mitigation measures were identified because there are existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazards associated with these conditions to an acceptable level.

Paleontological Resources

Chapter 2.11 of the Plan Bay Area EIR discusses potential impacts related to paleontological resources that may result from implementation of the proposed Plan Bay Area. As discussed in the Plan Bay Area EIR, projects involving excavation, grading, or soil removal in previously undisturbed areas have the greatest likelihood to encounter these resources and result in a potentially significant impact. The Plan Bay Area EIR identifies Mitigation Measure 2.11-3 to reduce impacts related to paleontological resources to a less than significant level (Refer to Impact GEO-6 in Section 4.7.3, Project-Specific Analysis).

PBA EIR MM 2.11-3: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- *Before construction activities, project sponsors shall conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified.*

- *If record searches indicate that the project is located in an area likely to contain important paleontological, and/or geological resources, such as sedimentary rocks which have yielded significant terrestrial and other fossils, project sponsors shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.*
- *If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the implementing agencies and/or project sponsors. The project sponsor will retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. The paleontologist will be responsible for implementing a recovery plan which could include the following:*
 - *in the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits;*
 - *recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting;*
 - *laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens;*
 - *cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database;*
 - *transferal, for storage, of cataloged fossil remains to an appropriate repository, with consent of property owner;*
 - *preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection; and*
 - *project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.*

4.7.3 Project-Specific Analysis

Impact GEO-1 Directly or indirectly cause 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?**
-

Impact Analysis

i) Fault Rupture

The project site is not located in a designated Alquist-Priolo Earthquake Fault Zone and there are no potentially active faults mapped within the site. The closest active faults to the project site include the San Andreas and San Gregorio faults which are over 4 miles southwest of the project site (Rockridge Geotechnical 2020). Therefore, the potential for damage to structures at the project site due to rupture of a known earthquake fault is low and impacts would be less than significant.

ii) Ground Shaking

The project site is in a seismically active region, and earthquake-related ground shaking is expected to occur during the designed life of the proposed project. Construction of the proposed project would be required to conform to the latest edition of the CBC, which includes engineering standards appropriate to withstand anticipated ground accelerations at the project site. Conformance with the earthquake design parameters of the CBC would be subject to City review as part of the building permit review process. Additionally, the proposed project would conform with all recommendations included in the Geotechnical Investigation and any future geotechnical investigations completed for the proposed project, as required by Mitigation Measure GEO-1. Specifically, due to underlying soils, Mitigation Measure GEO-1 would require a uniform support for the proposed structures within the project site. Soils underlying the portion of the site south of Midway Drive has moderate to high strength and low to moderate compressibility (Rockridge Geotechnical 2020). By placement of conventional spread footings bottomed on well-compacted fill and/or native soil, the new structures within the project area would be adequately supported. Therefore, with compliance with the CBC requirements and with implementation of Mitigation Measure GEO-1, which includes design measures included in the current and any subsequent geotechnical investigations, implementation of the proposed project would result in a less than significant impact related to ground shaking.

iii) Ground Failure, including Liquefaction

According to the Geotechnical Investigation, the project site is not susceptible to liquefaction or at risk for ground failure due to liquefaction or lateral spreading (Rockridge Geotechnical 2020). However, due to the underlying soils within the area, it is possible that if not properly accounted for in the project design, the underlying site soils could fail from ground shaking. As described above, the proposed project would be required to comply with the CBC specifications as well as Mitigation Measure GEO-1 which includes recommendations within the Geotechnical

Investigation related to stability of underlying soils within the project site. Therefore, the site soils would be adequately stabilized prior to the construction of the structures and potential impacts would be less than significant with mitigation incorporated.

iv) Landslides

The project site is slightly sloped from south to north within the project area. Elevation of the site ranges from approximately 8 feet above mean sea level (amsl) at the property line between the PG&E property and the Midway Village property (northern end) to approximately 100 feet amsl at the southern end of the project site along Martin Street. According to the Landslide Map Index prepared and managed by the California Department of Conservation – California Geological Survey, the project site is not located in, or within 20 miles of a landslide hazard area (California Geologic Service 2020). Therefore, the project would not be subject to seismically induced landslide hazards and no impact would occur.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 is required.

MM GEO-1: Implement Geotechnical Design Recommendations. Prior to issuance of grading permits, the Applicant shall incorporate all design specifications and recommendations contained within the Geotechnical Investigation into relevant project plans and specifications. This includes the recommendations in the current Preliminary Geotechnical Investigation (Rockridge Geotechnical 2020) and any subsequent geotechnical investigations or studies completed for the project. These specifications include, but are not limited to, foundation and settlement, imported soils, placement of support for structures through the use of footings or mats, use of concrete slab-on-grade floors, seismic design requirements, site preparation and grading, exterior concrete flatwork, drainage and landscaping, retaining walls, flexible pavement design, and use of portland cement concrete pavement. The project site plans shall be submitted to the City and reviewed as part of the building permit review process.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil?

Impact Analysis

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern during proposed project site development. Current project site design plans indicate there would be approximately 65,901 CY of cut and 108,993 CY of fill on the project site. The maximum depth of cut and fill onsite would range from 13 to 26 feet (pers. Comm. Patrick Chour June 28, 2019). Trees, roots, vegetation, and organic surficial soil would be removed from structural areas unless specified otherwise; the depth of organic surficial soil to be removed would vary from approximately 2 to 4 inches. It is anticipated that 12 of the 15 total acres of surface area would be affected by grading operation at the project site.

However, compliance with existing regulatory requirements, such as the implementation of grading erosion control measures specified in the CBC and Chapter 15.62 of the City's Municipal Code, would reduce impacts from erosion

and the loss of topsoil. Examples of these control measures are BMPs such as hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Chapter 15.62 of the Municipal Code, also known as the City of Daly City Grading, Erosion and Sediment Control Ordinance, contains rules and regulations that control site clearing, vegetation disturbances, landfills, land excavations, soil storage, and other activities that can cause sediments and other pollutants to enter the storm drain system. The ordinance also includes permit requirements, as well as procedures for the administration and enforcement of permits to appropriately control these development-related activities.

In addition, the proposed project would disturb more than 1 acre and be required to comply with the NPDES permitting program and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify BMPs to control the discharge of sediment and other pollutants during construction. As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would implement a SWPPP and associated BMPs as part of Mitigation Measure HYD-1 (see Section, 4.10.3, Project-Specific Analysis) to reduce erosion impacts. Therefore, the proposed project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-3 Be located on strata 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?

Impact Analysis

According to the Geotechnical Investigation, the north portion of the project site is underlain by artificial fill with Pleistocene-age alluvium and the south portion of the project site is underlain by Quaternary-age hillslope deposits (Rockridge Geotechnical 2020). The fill in the north portion of the project site consists predominantly of medium dense to dense sand, silty sand and clayey sand, and stiff to very stiff clay. Additionally, the fill contains construction debris such as brick, metal, wood, glass, and concrete. Other areas within the north portion of the project site is underlain by marsh deposit consisting of soft to medium stiff clay with varying amounts of organics. The thickness of the marsh deposits range from about 2- to 4-feet. Beneath the marsh deposit lies alluvium consisting of interbedded medium dense to very dense sand with varying silt and clay content and stiff to hard clay. The south portion of the site, south of Midway Drive, consists of less than two feet of existing fill that is followed by alluvium consisting primarily of interbedded layers of very stiff to hard clay and medium dense to very dense clayey sand (Rockridge Geotechnical 2020). As such, the soils in the north portion of the project site are highly compressible and the soils in the south portion of the project site are low to moderately compressible (Rockridge Geotechnical 2020).

According to the Geotechnical Investigation, the project site is not susceptible to liquefaction or at risk for ground failure due to liquefaction or lateral spreading (Rockridge Geotechnical 2020). However, the underlying soils within the north portion of the project site are highly compressible and could become unstable with construction of the

proposed project. Additionally, according to the Geotechnical Investigation groundwater varies from 1 to 12 feet bgs at the project site, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). Project construction activities would excavate the project site up the 26 feet, and therefore groundwater may be encountered and require dewatering and shoring.

The proposed project would comply with the latest edition of the CBC and would incorporate the recommendations identified in the Geotechnical Investigation as Mitigation Measure GEO-1 to ensure the stability of foundations and reduce potential for differential settlement. In the event that construction activities such as excavation and trenching encounters shallow groundwater, common practices employed to facilitate construction include either dewatering the excavation or shoring the sides of the excavation to reduce groundwater inflow. If dewatering is used, the Applicant would be required to comply with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharge of non-stormwater from an excavation that contains sediments or other pollutants to sanitary sewer, storm drain systems, creek bed (even if dry), or receiving waters without treatment is prohibited. Discharge of uncontaminated groundwater from dewatering is a conditionally exempted discharge by the San Francisco RWQCB. However, the removed water could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). Additionally, discharged groundwater would be disposed of in accordance with Mitigation Measure HAZ-1, which requires the proposed project to prepare a Remediation Action Workplan to address onsite contaminated soils and groundwater (refer to Section 4.9, Hazards and Hazardous Materials for further discussion).

The proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. In the event shoring methods are implemented for the estimated 26-foot excavations, the Applicant would be required to prepare shoring plans in accordance with the California Division of Occupational Safety and Health regulations and the City of Daly City Public Works Department engineering standards and specifications. The shoring plans would be submitted to the City for approval. As such, impacts related to unstable soils would be less than significant with implementation of Mitigation Measures GEO-1, GEO-2, and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-1, GEO-2, and HAZ-1 are required.

MM GEO-2: Prepare and Implement Dewatering and Shoring Plans. If construction plans include excavation to 4 feet bgs, prior to issuance of a grading permit, the Applicant shall prepare and submit a dewatering plan to the City for approval. At a minimum, the dewatering plan shall detail dewatering methods, location of dewatering activities, equipment, groundwater sampling, disposal, and discharge point in accordance with the requirements of the San Francisco RWQCB. In the event shoring methods are implemented for the estimated 26-foot excavations, the Applicant shall submit all shoring plans to the City for approval prior to the issuance of a grading permit. All shoring plans shall be in accordance with the California Division of Occupational Safety and Health regulations and the City of Daly City Public Works Department engineering standards and specifications.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis

The north portion of the project site consists of 10 feet of fill that is underlain by about 11 feet of highly compressible marsh deposits. The south portion of the site, south of Midway Drive, consists of less than two feet of fill that is underlain by alluvium (Rockridge Geotechnical 2020). These soils could have the potential to become unstable if not properly managed prior to the construction of structures due to the depth to groundwater and the presence of some clay soils. The proposed project would comply with the latest edition of the CBC and incorporate soil and structure stabilization recommendations as required by Mitigation Measure GEO-1, which includes the design recommendations of the Geotechnical Investigation completed for the proposed project. Specifically, the Geotechnical Investigation recommendations include installation of footings, mats, and engineered fill to be placed in various areas within the project site to support structures and reduce the potential for expanding soils (Rockridge Geotechnical 2020). All structures would be placed above ground and would not be located on expansive soils once constructed. Therefore, impacts related to expansive soils would be less than significant with Mitigation Measure GEO-1 incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact Analysis

The proposed project includes a connection to the existing sewer line; therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Impact Analysis

The proposed project would cause a significant impact if it directly or indirectly destroyed a unique paleontological resource or site or unique geologic feature. The proposed project would include some ground-disturbance during construction-related activities, such as grading and the rerouting of utilities, which could directly or indirectly destroy a unique paleontological or unique geologic feature. As described in Chapter 2.0, Project Description, the maximum depth of cut and fill onsite would range from 13 to 26 feet. Although paleontological resources have been discovered at Mussel Rock, the project site is located approximately 5 miles southwest of that area and, therefore, would not directly or indirectly destroy those resources.

Even though discovery of paleontological or unique geological features is unlikely, it is still possible that unknown resources could be found. However, federal and state regulations would require protective measures for procedures in the event that resources are discovered. Section 5097 of the PRC specifies the procedures to be followed in the event of the unexpected discovery paleontological resources. Additionally, Section 15064.5(f) of the CEQA Guidelines requires that construction activities be halted until a qualified specialist can assess the significance of the find. Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) would also be required and would ensure that a paleontological records search is completed for the project site and if the records search indicated that the project area is likely to contain paleontological and/or geologic resources, then a qualified paleontologist shall be required on the project site to train workers about the possibility of encountering fossils. Additionally, MM GEO-3 (PBA EIR MM 2.11-3) requires certain procedures to be followed in the event that a previously unknown paleontological or geologic resource is discovered during earth moving activities. Proper treatment and documentation of all discovered paleontological or geologic resources would be performed.

Adherence to the aforementioned requirements, General Plan policies, Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) would ensure that the proposed project impacts associated with paleontological resources would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

4.8 GREENHOUSE GASES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.1 Environmental Setting

Greenhouse gases and climate change are cumulative global issues. CARB and EPA regulate GHG emissions within the State of California and the United States, respectively. While CARB has the primary regulatory responsibility within California for GHG emissions, local agencies can also adopt policies for GHG emission reduction.

Many chemical compounds in the Earth’s atmosphere act as GHGs because they absorb and emit radiation within the thermal infrared range. When radiation from the Sun reaches the Earth’s surface, some of it is reflected back into the atmosphere as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy from the Sun to the Earth’s surface should be approximately equal to the amount of energy radiated back into space, leaving the temperature of the Earth’s surface roughly constant. Many gases exhibit these “greenhouse” properties. Some of them occur in nature (water vapor, carbon dioxide, methane, and nitrous oxide) while others are exclusively human-made (like gases used for aerosols) (EPA 2014b).

The principal climate change gases resulting from human activity that enter and accumulate in the atmosphere are listed below:

- **Carbon Dioxide (CO₂):** CO₂ enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). CO₂ is also removed from the atmosphere (or “sequestered”) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄):** CH₄ is emitted during the production and transport of coal, natural gas, and oil. CH₄ emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide (N₂O):** N₂O is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.
- **Fluorinated Gases:** Hydrofluorocarbons (HFCs), perfluorinated chemicals (PFCs), and Sulfur hexafluoride (SF₆) are synthetic, powerful climate-change gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent climate-change gases, they are sometimes referred to as high global warming potential gases.

4.8.1.1 Emissions Inventories and Trends

California's annual statewide GHG emission inventory is an important tool for establishing historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected through various California Global Warming Solutions Act (Assembly Bill [AB] 32) programs, the GHG inventory is a critical piece in demonstrating the state's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California, as well as emissions associated with imported electricity; natural sources are not included in the inventory. The inventory for 2017 shows that California's GHG emissions continue to decrease. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO₂ equivalent (MMTCO_{2e}), 5 MMTCO_{2e} lower than 2016 levels and 7 MMTCO_{2e} below the 2020 GHG Limit of 431 MMTCO_{2e}. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. Compared to 2016, California's GDP grew 3.6 percent while the carbon intensity of its economy declined by 4.5 percent. The most notable highlights in the inventory include:

- For the first time since California started to track GHG emissions, in-state and total electricity generation from zero-GHG sources (for purposes of the GHG inventory, these include solar, hydro, wind, and nuclear) exceeded generation from GHG-emitting sources.
- The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the past 4 years.
- Emissions from all other sectors have remained relatively constant in recent years, although emissions from high global warming potential gases have continued to increase as they replace Ozone Depleting Substances banned under the 1987 Montreal Protocol.

4.8.1.2 Potential Environmental Effects

For California, climate change in the form of warming has the potential to incur and exacerbate environmental impacts, including but not limited to changes to precipitation and runoff patterns, increased agricultural demand for water, inundation of low-lying coastal areas by sea-level rise, and increased incidents and severity of wildfire events. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-lying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Assembly Bill 32, California Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the state's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Senate Bill 375, California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g., ABAG and MTC) to align their regional transportation, housing, and land use plans to reduce VMT and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

SB 350 Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets

In April 2015, Governor Brown signed Executive Order EO-B-30-15, which extended the goals of AB 32, setting a GHG emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed SB 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued California's 2017 Climate Change Scoping Plan. While the state is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target:

- Implement the Cap-and-Trade program that places a firm limit on 80 percent of the state's emissions;
- Achieve a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikeable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and

- Reduce “super pollutants” by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons of carbon dioxide equivalent (MTCO_{2e}) per capita (statewide) by 2030 and no more than 2 MTCO_{2e} per capita by 2050. The statewide per capita targets account for all emissions sectors in the state, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term state emissions reduction goal of 80 percent below 1990 levels by 2050.

Greenhouse Gas Significance Thresholds

BAAQMD’s current CEQA Air Quality Guidelines currently recommends two project-specific thresholds and one plan-level threshold. Since the proposed project does not involve the preparation of a General Plan or Specific Plan, only the project-level thresholds are discussed further. The two project-level thresholds are a bright-line threshold of 1,100 MTCO_{2e} and a GHG efficiency threshold of 4.6 MTCO_{2e} per service population. The bright-line numeric threshold of 1,100 MTCO_{2e} per year is a numeric emissions level below which a project’s contribution to global climate change would be less than “cumulatively considerable.” For projects that are above this bright-line cut-off level, emissions from these projects would still be less than cumulatively significant if the project as a whole would result in an efficiency of 4.6 MTCO_{2e} per service population or better for mixed-use projects. Both thresholds were developed based off the 1990 state inventory and reductions identified to meet AB 32 targets for the year 2020. The GHG efficiency threshold was derived from looking at the land use inventory sector and statewide population and employment projections for AB 32 targets.

Post-2020

Given the recent legislative attention and case law regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through 2050 to stabilize CO₂ concentrations, the Association of Environmental Professionals’ Climate Change Committee (2016) recommended in its Beyond 2020: The Challenges of Greenhouse Gas Reduction Planning by Local Governments in California white paper that CEQA analyses for most land use development projects can continue to rely on current thresholds for the immediate future, but that long-term projects should consider “post-2020 emissions consistent with ‘substantial progress’ along a post-2020 reduction trajectory toward meeting the 2050 target.” The Beyond 2020 white paper further recommends that the “significance determination... should be based on consistency with ‘substantial progress’ along a post-2020 trajectory.”

Project-Specific GHG Thresholds

As discussed above, for quantified emissions, the BAAQMD Guidelines recommend a GHG threshold of 1,100 metric tons or 4.6 metric tons per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. In the event that the operation of a project would occur beyond 2020, a threshold that addresses a future target is appropriate.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a “Substantial Progress” efficiency metric of 2.8 MTCO_{2e} per year per service population and a bright-line threshold of 660 MTCO_{2e} per year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels (BAAQMD 2016). The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MTCO_{2e} per year threshold.

4.8.2 Previous Environmental Analysis

4.8.2.1 City of Daly City General Plan EIR Summary

Chapter 3.6 of the Daly City General Plan EIR discusses potential cumulative effects of GHGs within the Bay Area. As discussed in the Daly City General Plan EIR, GHG emissions are in and of themselves a significant cumulative impact. However, state regulations and implementation of General Plan policies that promote mixed uses, alternative modes of transportation, and energy efficiency would help to reduce GHG emissions to a less than significant level. Additionally, the Daly City General Plan EIR determined that the General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

The following General Plan policies are applicable to the proposed project:

Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.

Policy HE-25: Mandate the inclusion of green building techniques into most new construction.

4.8.2.2 Plan Bay Area EIR Summary

The following summarizes the potential impacts related to GHGs discussed in Chapter 2.5 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.5-2: Net Increase in Direct and Indirect GHG Emissions. The Plan Bay Area EIR determined that implementation of the Plan Bay Area would result in a net reduction in GHG emissions in 2040 when compared to existing conditions, and impacts would be less than significant. No mitigation measures were identified.

Impact 2.5-3: Conflict with Applicable Plans, Policies, or Regulations. The Plan Bay Area EIR determined that implementation of the Plan Bay Area could substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. However, implementation of Mitigation Measure 2.5-3 would reduce potential impacts to less than significant level. Mitigation Measure 2.5-3 is not applicable to the proposed project because it is a plan level mitigation measure regarding implementation of Climate Action Plans and other regional plans for reducing GHG emissions.

Impact 2.5-4: Conflict with Local Policies or Plans. The Plan Bay Area EIR determined that implementation of the Plan Bay Area would not substantially conflict with local climate action plans or GHG reduction plans, and impacts would be less than significant. No mitigation measures were identified.

4.8.3 Project-Specific Analysis

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

Thresholds

BAAQMD's current CEQA Guidelines recommend a GHG bright-line threshold of 1,100 MTCO₂e or 4.6 MTCO₂e per service population. If a project exceeds the 1,100 MTCO₂e then the project's GHG efficiency is compared to the 4.6 MTCO₂e per service population to determine significance. Notably, these thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. BAAQMD is in the process of updating its CEQA guidance. It is reasonable to base a post-2020 threshold off the same methodology BAAQMD used for developing its current recommendation.

Service Population

Currently there are 31 employees located onsite at both the child-care and office facilities. It is estimated that approximately 15 to 20 additional employees would be needed onsite, depending on the type of special needs populations ultimately served (e.g., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility and Community Center and would provide property management services for the residential units in the development. Employees for maintenance of Bayshore Park would be City employees and are not included in the estimated 15 to 20 employees for the remainder of the project site.

Consistent with the General Plan EIR assumptions and the United States Census Bureau (USCB), an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012, USCB 2019). Accordingly, 95 percent of 555 units would be 527 units, resulting in 1,739 residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,262 new residents. Therefore, the total new service population would be 1,282 residents plus employees.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO₂e/year/service population and a bright-line threshold of 660 MTCO₂e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MTCO₂e/year threshold. The 2030 thresholds were then interpolated to develop thresholds for 2026 of 836 MTCO₂e/year for the bright-line threshold and 3.5 MTCO₂e per year per service population.

Project-Specific Analysis

A project-specific analysis was completed for the proposed project. The analysis evaluated both construction and operational emissions.

Construction Emissions

Construction GHG emissions are generated from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. GHG emissions associated with construction for the proposed project are shown in Table 4.8-1.

Table 4.8-1: Construction GHG Emissions

Construction Year	MTCO ₂ e per Year
2021	461
2023	194
2024	289
2025	602
2026	625
Maximum Annual Emissions	625

As shown in Table 4.8-1, maximum annual GHG emissions are estimated to be 625 MTCO₂e. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

Long-term operational GHG emissions would result from proposed project-generated vehicular traffic, onsite combustion of natural gas, operation of any landscaping equipment, offsite generation of electrical power over the life of the project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site.

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate GHG emissions associated with operation of the project. Table 4.8-2 shows the operational GHG results.

Table 4.8-2: Annual GHG Emissions for the Proposed Project

Source Category	Existing Land Use in 2026	Proposed Project in 2026	Existing Use in 2030	Proposed Project in 2030
Area	5	17	5	17
Energy Consumption	301	995	270	888
Mobile	945	3,165	876	2,933
Solid Waste Generation	45	140	45	140
Water Usage	28	80	24	70
Total	1,324	4,397	1,220	4,048
Net Emissions		3,073		2,828
Significance Threshold		836 MTCO ₂ e/year		600 MTCO ₂ e/year
Service Population Emissions (MTCO ₂ e/year/service population)		2.4		2.2
Significance Threshold		3.5 in 2026		2.8 in 2030
Exceeds both thresholds?		No		No

As shown in Table 4.8-2, the 2030 net emissions (2,828 MTCO_{2e}) exceed the 660 MTCO_{2e} per year bright-line threshold. However, the service population emissions (2.2 MTCO_{2e} per year per service population) do not exceed the 2030 per capita rate. Similarly, the 2026 net emissions (3,073 MTCO_{2e}) exceed the interpolated 836 MTCO_{2e} per year bright-line threshold but do not exceed the 2026 interpolated per capita rate. To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. Therefore, impacts would not be considered significant.

In addition, the proposed project implements the applicable operational GHG reduction strategies and sustainability measures from Plan Bay Area, as described in Section 2.3.7, Alternative Transportation, and Section 2.3.8, Sustainability. In addition, the proposed project would increase the housing density at an existing housing complex, thereby helping to reduce overall GHG emissions in the region. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment, and impacts would be considered less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

The proposed project is consistent with and tiered off of the Plan Bay Area; the primary objective of the Plan is to achieve mandated reductions of GHG emissions and provide adequate housing for the projected 2040 regional population level pursuant to SB 375, The Sustainable Communities and Climate Protections Act of 2008. SB 375 outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's GHG emissions reduction mandates. The Plan Bay Area outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 25, 2018, CARB officially determined that the Plan Bay Area would, if implemented, meet CARB's 2020 and 2035 GHG emission reduction targets (CARB 2017b). The Plan Bay Area EIR found that the Plan could conflict with the goals of SB 32 unless mitigation was implemented. Mitigation for this impact includes the MTC and ABAG working with the BAAQMD and local communities to develop community-specific CAPs (Mitigation Measure 2.5.3). Although this mitigation measure is not applicable to the proposed project, Daly City has developed a CAP consistent with AB 32 and the 2020 emissions reduction target. As described above, in 2017, emissions from GHG emitting activities statewide were 7 MMTCO_{2e} below the 2020 GHG limit established by AB 32. With the adoption of SB 32, the state has codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. In the future, the City may prepare an updated CAP to address the 2030 emissions target and identify measures to determine the proposed project's consistency with SB 32. In the meantime, the table below identifies how the project is consistent with SB 32 Scoping Plan measures.

Table 4.8-3: Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
SB 350 50 Percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until residential housing and commercial development achieves zero net energy.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario) Vehicle manufacturers will be required to meet existing regulations mandated by the low-emission vehicle (LEV) III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million zero-emission vehicles (ZEVs) on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future residents can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2019 CalGreen Code requires electrical service in multi-family dwellings as well as non-residential developments with ten or more parking spaces to be electric vehicle charger-ready. Home deliveries will be made by increasing numbers of ZEV delivery trucks.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying more than 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero-emission freight vehicles and equipment powered by renewable energy by 2030.	Not Applicable. The measure applies to owners and operators of trucks and freight operations. However, home deliveries are expected to be made by increasing number of ZEV delivery trucks.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. The project will include only natural gas hearths that produce very little black carbon compared to wood burning fireplaces and heaters.
Senate Bill 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	Consistent. The project will provide housing in the region that is consistent with the growth projections in the 2014 Regional Transportation Plan/Sustainable Communities Strategy. The proposed project is within a transit priority area and is subject to requirements applicable to those areas.

Scoping Plan Measure	Project Consistency
<p>Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.</p>	<p>Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the greenhouse gas emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, greenhouse gas emissions associated with California Environmental Quality Act projects' electricity usage are covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.</p>
<p>Natural and Working Lands Action Plan. The California Air Resources Board is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce greenhouse gas emissions and to cultivate net carbon sequestration potential for California's natural and working land.</p>	<p>Not Applicable. The project is a residential development and would not be considered natural or working lands.</p>

Source: CARB 2017b Scoping Plan Update.

The 2017 Scoping Plan would achieve the bulk of the reductions from electric power, industrial fuel combustion, and transportation. Cap-and-trade would provide between 10 and 20 percent of the required reductions depending on the amounts achieved by the other reduction measures. Although the Scoping Plan Update focuses on state agency actions necessary to achieve the 2030 GHG limit, CARB considers local governments essential partners in achieving California's goals to reduce GHG emissions. The 2030 target will require an increase in the rate of emission reductions compared to what was needed to achieve the 2020 limit, and this will require action and collaboration at all levels, including local government action to complement and support state-level actions. For individual projects, the 2030 Scoping Plan Update suggests that all new land use development implement all feasible measures to reduce GHG emissions. The Scoping Plan does not define all feasible measures or attribute an amount of reductions required from new development beyond compliance with regulations. The proposed project is consistent with GHG reductions measures through energy efficiency and sustainability measures, as well as being consistent with the Plan Bay Area, which would result in an overall net reduction in GHG emissions in 2040 when compared to existing conditions, and impacts would be less than significant.

Lastly, the proposed project would comply with all relevant GHG reduction measures and strategies listed in the City's General Plan, including promoting mixed use, alternative modes of transportation, and energy efficiency. Therefore, the proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Environmental Setting

Hazardous materials, as defined by the CCR, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic: causes human health effects
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne

releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Government Code, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

California Government Code, Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile, maintain, and update specified lists of hazardous material release sites. The CEQA (PRC Section 21092.6) requires the lead agency to consult the lists compiled pursuant to California Government Code, Section 65962.5 to determine whether the proposed project and any alternatives are identified on a federal or state listing database. The required lists of hazardous material release sites are commonly referred to as the “Cortese List” after the State Assembly member who sponsored the legislation. Since the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese List are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including the online EnviroStor database from the DTSC and the online GeoTracker database offered by the State Water Resources Control Board (SWRCB). These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency’s jurisdiction. A search of the online databases in July of 2019 revealed that the Midway Village area is a military evaluation cleanup site, and the existing Bayshore Park is listed as a state response cleanup site (DTSC 2019a, SWRCB 2019).

As noted in Section 2.2 above, a manufactured gas plant operated on what is today the PG&E Martin Service Center property from approximately 1906 to 1916. The operations of the plant resulted in a waste material called lampblack that contained polycyclic aromatic hydrocarbons (PAHs). During World War II the federal government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, contaminated soils containing PAHs was used to fill low-lying areas prior to construction of the housing, as the health effects were unknown at the time. Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 1990s. As noted in Section 2.2 above, until recently, investigative activities were concentrated on PAHs and metals in shallow and semi-shallow soil. Other parameters in soil have also been evaluated to a lesser extent, including volatile organic compounds (VOCs), metals, cyanide, and phenols. In accordance with Engineering/Remediation Resources Group’s (ERRG’s) *Midway Village/Bayshore Park Remediation Project Workplan* dated 5 September 2002, PAH-contaminated soil that exceeded clean up levels at depth was removed from portions of Midway Village in the area north of Midway Drive (Village North) and Bayshore Park.

A durable cover consisting of two to five feet of clean soil, landscaping with a minimum of two feet of clean soil, or hardscapes including concrete building pads, concrete or asphalt walkways, patios, and roadways (cap) was placed over areas of remaining contamination, generally consisting of the entire Bayshore Park and isolated locations in the vicinity of Buildings 22 through 24, 28, 29, and 31 through 35 (ERRG, 2002). Analytical data for five sources of backfill were provided to DTSC for approval prior to cap placement (ERRG, 2002). The site was remediated, and no further action has been required since August 21, 2015, following certification by DTSC (DTSC 2019b).

Multiple Village North parcels and Bayshore Park are subject to three DTSC Land Use Covenants (LUCs), recorded on September 24, 1998 (1998 LUC),⁶ October 17, 2002 (2002 LUC),⁷ and November 23, 2010 (2010 LUC),⁸ together with the 1998 LUC and 2002 LUC, the Existing LUCs) to prevent human direct contact with soil without agency oversight. The portion of Midway Village located south of Midway Drive (Village South), and some parcels on Village North are not subject to Existing LUCs. The areas covered by the Existing LUCs (i.e., Midway Village North parcels and Bayshore Park) are subject to requirements of Operations and Maintenance (O&M) Agreements with the DTSC. The O&M Agreements outline requirements for the cap inspection, maintenance, and reporting (SCS Engineers, 2017). The 2002 LUC is recorded on the land underlying Bayshore Park and contains a prohibition on residential use. Neither the 1998 LUC nor the 2010 LUC contain this restriction.

Since December of 2018, 3 soil gas sampling events have been conducted at the project site under the oversight of the DTSC. In December of 2018, soil gas testing was performed at the Village North portion of the project site under a Soil Gas Sampling Work Plan approved by the DTSC via email dated November 9, 2018. This sampling event detected elevated concentrations of VOCs in soil gas, including benzene, chloroform, ethylbenzene, naphthalene, xylenes, and 1,2,4-trimethylbenzene (1,2,4-TMB) (Langan, 2019). Additional testing was conducted at Village North in April 2019, during which testing elevated levels of the following VOCs were detected in soil gas: benzene, bromomethane, carbon tetrachloride, chloroethane, chloroform, chloromethane, 1,4-DCB, dichlorodifluoromethane, ethylbenzene, naphthalene, PCE, styrene, toluene, trichlorofluoromethane, trichlorotrifluoroethane, 1,2,4-TMB, 1,3,5-trimethylbenzene, vinyl chloride and xylenes (Langan, 2019). Soil gas testing was performed at Village South in November of 2019 and revealed elevated concentrations of VOCs, including benzene, chloroform, ethylbenzene, naphthalene, tetrachloroethene (PCE), vinyl chloride, and xylenes (Langan, 2020). The Project Applicant, County and the City are working with the DTSC to ensure that site conditions will be maintained in a manner protective of human health and the environment, including future Site users. This will include site mitigation and/or remedial activities, such as the development and approval of Response Plans and Soil Management Plans (SMPs) under the jurisdiction of the DTSC and/or other environmental agencies of applicable jurisdiction. Prior to the issuance of a grading permit for each phase of the Project, the Project Applicant shall document that the applicable regulatory agency has approved the necessary SMPs and/or environmental response plan documents addressing constituents of concern within the respective development phase. Prior to the issuance of a certificate of occupancy or operating permit, the developer shall document the applicable regulatory agency's approval that the Site may be used for its anticipated use.

As noted in Section 2.1 above, the current Bayshore Park is proposed for residential development and the park will be relocated to an area currently zoned for residential development. As such, the 2002 LUC will require a variance to allow for the residential use. To facilitate this, the Bayshore Park area will be made safe for residential use through site mitigation and remedial approaches. Appropriate techniques and approaches may include, among others, consolidation of impacted soil, engineering controls to separate impacted soil from human contact, excavation and appropriate management or removal. In addition to the significant portions of the Site that will be composed of durable covers, including building foundations, roads, engineered paths, and other hardscaped areas, landscaped areas will be covered with a clean soil cap composed of soil either presently available onsite or imported for construction mass grading purposes. This will require the use of approximately 21,500 CY of soil, including approximately 15,200 CY of imported clean fill and approximately 6,300 CY of clean soil from onsite. Impacts,

⁶ The land subject to the 1998 LUC consists of APNs 005-330-250, 005-330-260, 005-330-270, 005-330-340, 005-330-350, 005-330-360, 005-330-370, and 005-330-380.

⁷ The land subject to the 2002 LUC consists of APNs 005-330-330 and 005-330-390.

⁸ The land subject to the 2010 LUC consists of APNs 005-330-280, 005-330-290, 005-330-300, and 005-330-310.

including impacts from truck trips such as greenhouse gas emissions, air toxicity, traffic, and circulation, have been evaluated in the Sections 4.3 (Air Quality), 4.8 (Greenhouse Gases), and 4.17 (Transportation) of this SCEA.

Additionally, vapor mitigation measures will be used to protect future Site users from soil gas, which could potentially enter the buildings and structures at locations where the structure overlays soil gas concentrations in excess of site-specific screening levels established by DTSC to be protective of human health. Such vapor mitigation measures may include, but are not limited to, vapor barriers, sub-slab venting or depressurization systems, or intrinsically safe designed foundations or structures. The foreseeable impacts from any vapor mitigation measures will be less than significant; the limited concentrations of VOCs released will either be vented from rooftop risers where it will quickly dissipate or will pass through filters, in the event that sub-slab depressurization is required.

In addition, institutional controls, including LUCs will be, will be put in place to protect future site users and the environment by ensuring the maintenance and efficacy of engineering controls and prohibiting land uses and activities that are not compatible with site mitigation activities.

The public airport nearest to the project site is San Francisco International Airport, which is located 5.4 miles to the south. There are no private airstrips located within 2 miles of the project site; however, the project site is within the boundaries of the Airport Influence Area (AIA) and would be subject to a determination of consistency from the Airport Land Use Commission to ensure that the proposed project is compatible with the Comprehensive Airport Land Use Compatibility Plan (CALUCP) for the Environs of San Francisco International Airport, dated July 2012 (Jacobs Consultancy Clarion Associates 2012), in accordance with Public Utility Code Section 21676.5(a). Additionally, the only school within 0.25 mile of the project site is Bayshore Elementary School, which is located approximately 320 feet north of the northernmost portion of the project site.

Federal regulations and regulations adopted by the BAAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with the regulations respecting asbestos and dust control may result in a Notice of Violation being issued by the BAAQMD, civil penalties under state and/or federal law, and possible action by the EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

There are no wildlands located within the City. The California Department of Forestry and Fire Protection (CAL FIRE) evaluates fire hazard severity risks according to areas of responsibility (i.e., federal, state, and local). According to CAL FIRE, there are not any very high fire hazard severity zones within the Local Responsibility Area on or near proximity to the project site. Likewise, there are no moderate, high, or very high fire hazard severity zones in the State Responsibility Areas in the vicinity of the project site (CAL FIRE 2008).

4.9.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.7 of the General Plan EIR discusses impacts related to hazardous materials, emergency response, and aircraft hazards. The General Plan EIR identified potentially significant impacts related to hazards and hazardous materials. However, compliance with existing federal, state, and local laws, as well as policies contained in the General Plan would reduce potential impacts to less than significant levels.

The following General Plan policies are applicable to the proposed project:

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.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to hazards and hazardous materials discussed in Chapter 2.13 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.13-1: Routine Transport or Disposal of Hazardous Materials. The Plan Bay Area EIR determined future land use and transportation projects could increase the routine transport, use, storage, and disposal of hazardous wastes in the region. However, compliance with existing federal, state, and local regulations and oversight would effectively reduce potential impacts to a less than significant level. No mitigation measures were identified.

Impact 2.13-2: Accidental Release of Hazardous Materials into the Environment. The Plan Bay Area EIR determined future land use and transportation projects could increase the potential for unintentional upset and accident conditions. However, compliance with existing federal, state, and local regulations and oversight would effectively reduce potential impacts to a less than significant level. No mitigation measures were identified.

Impact 2.13-3: Emit or Handle Hazardous Materials Near Schools. The Plan Bay Area EIR determined all projects would comply with federal and state regulations that are designed to reduce the potential for the release of large quantities of hazardous materials and wastes into the environment to an acceptable level, and in particular to protect schools. Therefore, impacts would be less than significant. No mitigation measures were identified.

Impact 2.13-4: Hazardous Materials List Pursuant to California Government Code, Section 65962.5. The Plan Bay Area EIR determined that potential for encountering hazardous materials or wastes would be dependent on site-specific conditions. However, implementation of Mitigation Measure 2.13-4 would reduce impacts to a less than significant level (Refer to Impact HAZ-4 in Section 4.9.3, Project-Specific Analysis).

***PBA EIR MM 2.13-4:** Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- If the project is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.*

Impact 2.13-5 and 2.13-6: Airport Land Use Plan or Vicinity of a Private Airstrip. The Plan Bay Area EIR analyzed the potential impacts related to the safety hazard for people residing or working within 2 miles of a public airport or in the vicinity of private airstrip. The Plan Bay Area EIR determined compliance with existing federal, state, and local regulations would reduce potential impacts to a less than significant level, and no mitigation measures were identified.

Impact 2.13-7: Emergency Response or Evacuation Plan. The Plan Bay Area EIR analyzed the potential impacts related to interference with emergency response and evacuation plans and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.13-8: Wildland Fires. The Pan Bay Area EIR analyzed the potential impacts related to wildland fires and determined that the impact would be less than significant. No mitigation measures were identified.

4.9.3 Project-Specific Analysis

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

AND

Impact HAZ-2 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?

Impact Analysis

The proposed project would involve demolition of existing structures and construction of a mixed-use development that would include residential units, parking spaces, a child-care facility, a community center, office space, a revised street system, and recreational facilities. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials and do not present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would primarily consist of typical household cleaning products and fertilizers. These items would be used in small quantities and in accordance with label instructions, which are based on federal and/or state health and safety regulations. Therefore, operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the release of hazardous materials through reasonably foreseeable upset and accident conditions.

During construction, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported to and from the site as needed. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard; however, contractors would be required to transport, store, and handle hazardous materials required for construction in a manner consistent with relevant regulations and guidelines, including California Health and Safety Codes and City ordinances. Regulatory requirements for the transport of hazardous wastes in California are specified in Title 22 of the California Code of Regulations, Division 4.5, Chapters 13 and 29. In accordance with these regulations, transport of hazardous materials must comply with the California Vehicle Code, California Highway Patrol regulations (contained in Title 13 of the California Code of Regulations); the California State Fire Marshal regulations (contained in Title 19 of the California Code of Regulations); Department of Transportation (DOT) regulations (Title 49 of the Code of Federal Regulations); and EPA regulations (contained in Title 40 of the Code of Federal Regulations). The use of hazardous materials is regulated by the DTSC (Title 22, Division 4.5 of the California Code of Regulations).

According to the Geotechnical Investigation, groundwater at the project site varies from 1 to 12 feet bgs, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). Project construction activities are anticipated to excavate the project site to 26 feet, and therefore may encounter groundwater. As discussed in Impact GEO-3, the proposed project would be required to

implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharged groundwater could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). As discussed further in Impact HAZ-4, the proposed project would also implement Mitigation Measure HAZ-1 to modify, amend, or rescind the 2002 LUC for the project site. Mitigation Measure HAZ-1 also requires implementation of an environmental response document, to be approved by the applicable regulatory agency, as well as compliance with a Soil Management Plan to address the movement of onsite contaminated soils and groundwater. Therefore, construction of the proposed project would result in a less than significant impact related to the routine transport, use, disposal, or accidental release of hazardous materials with implementation of Mitigation Measures GEO-2 and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HAZ-1 are required.

MM HAZ-1 Modification, Amendment, or Rescindment of Deed Restriction and Consultation with an Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP). As a condition of approval of the proposed project, the Applicant shall consult with DTSC regarding the Existing LUCs on the site. A modification, amendment, or rescindment to one or more of the Existing LUCs will be required for the site since the 2002 LUC does not allow for residential development on the Bayshore Park portion of the site. The Applicant will enter into an agreement with the applicable regulatory agency on the appropriate actions to take regarding the potentially contaminated soils on the project site. As a condition of the agreement, an environmental response document will be required for the proposed project, which will include but is not limited to:

- Testing of soils and groundwater prior to the start of construction to identify contaminated soils and/or groundwater in the area;
- Removal and disposal of any contaminated soils or groundwater;
- Removal of any hazardous building materials in existing structures prior to demolition (e.g., asbestos, tile, lead-based paint, mercury switches and light fixtures, light fixtures with PCB transformers and ballast transformers);
- Capping of any soil that will not be covered by structural improvements (i.e., landscaped areas or exposed soils in the park area);
- Implementation of an SMP for the site;
- Approval and implementation of a Worker Environmental Protection Program; and
- Procedures to be followed in the event of discovery of unknown environmental conditions which may exist at the Site, such as subsurface structures, underground tanks and piping.

Consultation with the applicable regulatory agency and implementation of the environmental response document will include the general steps that will be taken to remediate the project site and reduce potential impacts to human health and the environment from the potentially contaminated soil and groundwater in the area.

Additionally, development and participation in a Worker Environmental Protection Program shall be required to ensure that all construction workers onsite are appropriately trained on the conditions of the site soils and the potentially hazardous conditions of these soils. The Applicant and the contractor are responsible for ensuring that all onsite personnel attend the WEAP presentation, receive a summary handout, and sign a training attendance acknowledgement form to indicate that the contents of the program are understood and to provide proof of attendance. Each participant of the WEAP presentation shall be responsible for maintaining their copy of the WEAP reference materials and making sure other onsite personnel are complying with the recommended precautions. The contractor shall keep the sign in sheet onsite and submit copies of the WEAP sign-in sheet to the Applicant's project manager who shall keep it on file at their offices.

A building permit cannot be issued, and thus, the proposed project cannot begin construction, until the 2002 LUC is either modified, amended, or rescinded.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis

The project site is adjacent to Bayshore Elementary School, which is located approximately 320 feet north of the project site. As explained in Impact HAZ-1 and Impact HAZ-2, the proposed project would not involve the use of significant quantities of hazardous materials, however construction of the proposed project has the potential to result in emissions of TACs/hazardous air pollutants in the form of DPM emissions from the operation of diesel-fueled internal combustion engines. Additionally, other potentially hazardous materials present within soils could be disturbed during construction activities and could become airborne and adversely affect nearby schools. Mitigation Measure AIR-1 (PBA EIR MM 2.2-2), would be required during construction to reduce construction-related dust and the potential for hazardous airborne particles to be released. Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) would include specific instruction for handling construction equipment, such as limiting idling times, which would limit the amount of TACs released into the air near Bayshore Elementary School and the onsite daycare facility. Other emission reducing requirements would be included in Mitigation Measure AIR-1 (Mitigation Measure EIR MM 2.2-2), which could include the use of late model engines, low-emission diesel products, alternative fuels, and other options as they become available.

Hazardous materials used during construction would be typical of common construction activities and are discussed in Impact HAZ-1 and Impact HAZ-2 above. They would be handled by the contractor in accordance with applicable federal, state, and local regulations for hazardous substances as well as the requirements of Mitigation Measure HAZ-1. Additionally, the amount of these materials needed for onsite equipment maintenance would not be enough to cause a significant hazard to the public, or the nearby school, if released, since the quantity of these hazardous materials onsite at any one given time would only amount to a refueling truck and the construction equipment.

Further, PRC Section 21151.4 requires that projects located within 0.25 mile of a school that might reasonably be anticipated to emit hazardous air emissions or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances (in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code), would either need to consult with the school or give written notification to the school. The Applicant would comply with PRC Section 21151.4 and would notify the appropriate personnel at Bayshore Elementary School if construction activities would require work with hazardous materials or emissions within 0.25 mile of the school as well as by following applicable rules and regulations governing transport and use of hazardous materials as discussed herein. Therefore, the construction of the proposed project would have a less than significant impact to schools and would be in compliance with PRC Section 21151.4.

Therefore, the overall impact related to hazardous emissions within 0.25 mile of Bayshore School and the onsite daycare would be less than significant with Mitigation Measures AIR-1 (PBA EIR MM 2.2-2) and HAZ-1 incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures AIR-1 (PBA EIR MM 2.2-2) and HAZ-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-4 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?

Impact Analysis

As stated in Section 4.9.1, Environmental Setting, the project site is located on two identified hazardous cleanup sites, pursuant to California Government Code, Section 65962.5, associated with the current Midway Village area and Bayshore Park (DTSC 2019a). Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4) requires that a Phase I ESA be completed for any project that has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses. A Phase I ESA was completed for the project area on April 14, 2017 (SCS Engineers 2017). The Phase I ESA discusses the listed sites and concludes that site development activities would be required to comply with the Existing LUCs. As such Mitigation Measure HAZ-1 would be required to either modify (amend) or lift (rescind) the 2002 LUC as well as require the development and participation in a Worker Environmental Protection Program (WEAP), to educate and inform construction workers of the potential hazards present of the project site.

Implementation of Mitigation Measures HAZ-1 and HAZ-2 (PBA EIR MM 2.13.4) would ensure that the existing Cortese-listed site within the project area would not create a significant hazard to the public or future residents on the site during construction and operation of the proposed project. All potentially contaminated soils would be remediated to a level protective of human health and the environment and thus would not result in a significant impact to the public. The impact would be less than significant with Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4).

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-5 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 or excessive noise for people residing or working in the project area?

Impact Analysis

The project site is located within the boundaries of the AIA of the San Francisco International Airport and would be subject to a determination of consistency from the airport land use commission to ensure that the proposed project is compatible with the CALUCP in accordance with Public Utilities Code Section 21676.5(a). The proposed project is not located in the "Outer Boundary of the Safety Field" or the "Noise Contour Zone," both of which could influence the project design. Under state law, local governments may submit development proposals to the airport land use commission for non-binding advisory review. The CALUCP encourages local governments to submit the following types of development proposals within Area B of the AIA to the airport land use commission for advisory review if the proposed project includes the following:

- Commercial or mixed-use development of more than 100,000 sf of gross building area;
- Residential or mixed-use development that includes more than 50 dwelling units;
- Public or private schools;
- Hospitals or other inpatient medical care facilities;
- Libraries; and
- Places of public assembly.

As discussed in Section 2, Project Description, the proposed project includes 555 dwelling units; however, review of the airport land use commission is only required for entitlements that require a policy change (e.g., General Plan amendment, rezoning, etc.). A General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment and is therefore still consistent with the General Plan. Therefore, given that the proposed project is consistent with the General Plan and the airport land use commission has found the General Plan consistent with the CALUCP, any potential incompatibility impacts resulting in safety hazards for individuals residing or working in the project area would be considered a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

The proposed project would not alter the existing street system besides minor improvements to the streets within the

existing Midway Village area, and the limited construction activities associated with the proposed project improvements would not result in temporary blockage of any roadways. As a result, the proposed project would not impair implementation of or physically interfere with any emergency response or evacuation plan, and a less than significant impact would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impact Analysis

The primary threat related to wildland fire is due to open grasslands abutting residential developments. The project site is surrounded by urban development on all sides with predominantly impervious surfaces. As such, the proposed project is not located near any open grassland. With implementation of the proposed project, the site would remain a developed area constructed with predominantly impervious surfaces. Further, the proposed project is not located in a State Responsibility Areas (SRA) or a very high fire hazard severity zone as documented by the California Department of Forestry and Fire protection (CAL FIRE) (CAL FIRE 2008). Additionally, the proposed project would be required to comply with all applicable fire safety standards set forth by the City regarding fire protection during construction including placement of new fire hydrants within the site; therefore, the proposed project would have no impact with respect to exposing people or structures to the risk of loss, injury, or death involving wildland fires.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

This page left intentionally blank.

4.10 HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.10.1 Environmental Setting

Climate and Precipitation

The City's climate is moderated by the cooling influence of the Pacific Ocean. Precipitation in the Bay Area typically occurs from October to April. Coastal fog during the summer months and relatively mild winter temperatures produce mean monthly minimum temperatures between 39°F and 54°F and mean monthly maximum temperatures between 60°F and 67°F.

Topography

The project site sits on a slightly sloping hillside with the highest elevation at the south side of the project site and the lowest elevation at the north side of the project site. Elevation of the site ranges from approximately 8 feet above mean sea level (amsl) at the property line between the PG&E property and the Midway Village property (northern end) to approximately 100 feet amsl at the southern end of the project site along Martin Street.

Watershed and Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. The City contains five watershed areas, the two largest are the Vista Grande and Colma Creek watersheds. The northern portion of the City, including the project site, is located within the Vista Grande watershed area. The Vista Grande watershed area borders the City and County of San Francisco to the north, Colma Creek watershed to the south and east, and the Pacific Ocean on the west. The Vista Grande portion of the City's stormwater collection system drains the northwestern area of the City and an unincorporated portion of San Mateo County.

The project site lies on the border of the Vista Grande and Colma Creek watersheds. While the project site lies within the Vista Grande Watershed, it appears that site drainage would flow south down to Bayshore Boulevard into the Colma Creek watershed, which drains east into the San Francisco Bay (City of Daly City 2013).

Local Drainage

The project site is located within the Bayshore planning area and is served by the City's storm drain system, maintained by the Daly City Public Works Department. Existing stormwater on the site primarily runs offsite from south to north into the storm drain system.

Groundwater Supply

The project site overlies the southwest corner of the Islais Valley Groundwater Basin within the San Francisco Bay Hydrologic Region. The San Bruno Mountains bound the basin to the west. It is separated from the Downtown San Francisco Groundwater Basin to the north and the Visitacion Valley and South San Francisco Groundwater Basins to the south by bedrock topographic highs.

Geologically, the Islais Valley basin can be broadly classified as bedrock and unconsolidated sediment. Impermeable bedrock of the Franciscan Complex forms the base of the water-bearing formations. Unconsolidated material overlying the bedrock comprises the water bearing strata and consists of dune sand, the Colma Formation, bay mud and clay, and artificial fill. The Colma Formation consists of fine-grained sand, silty sand, and discontinuous beds of clay to 5 feet thick. The artificial fill is largely composed of dune sand with lesser amounts of silt and clay, and some manmade debris (Schlocker 1974). It reaches a maximum total thickness of about 60 feet. The unconsolidated material in aggregate has a maximum thickness of 200 feet, indicating a relatively low storage capacity for groundwater and minimal protection from potential surface contamination. No municipal water supply wells are located in the Islais Valley basin (USGS 1993, DWR 2004a).

The majority of the City lies within the South Westside Groundwater Basin (SWB); however, the project site lies within the Visitacion Valley Groundwater Basin (VVB). The 9-square-mile VVB is roughly triangular shaped and underlies the City and the San Bruno Mountains. Beneath the City, the groundwater basin (from lower to upper strata) consists

of Franciscan Bedrock, Older Merced Formation, Upper Merced Formation, and Colma Formation overlain by clay and sand (DWR 2004b).

Pursuant to Water Code Section 10723.8, SFPUC recently notified the California Department of Water Resources (DWR) of its intent to undertake sustainable groundwater management of the seven groundwater basins that underlie the City and County of San Francisco, among them the Islais Valley (DWR Basin No 2-33 – the northern portion within the City, the Westside DWR Basin No. 2-35, and the Visitacion Valley DWR Basin 2-32). All of the basins are classified by DWR as very low priority basins under the Sustainable Groundwater Management Act. A public hearing held in accordance with Water Code Section 10723(b) on March 10, 2015, established the SFPUC as the Groundwater Sustainability Agency (GSA) for the seven groundwater basins within the City and County of San Francisco (SFPUC 2015). The composition of the GSA for the South Westside Basin has not yet been determined. Upon establishment of a GSA for the VVB, the SFPUC will enter into coordination agreements, as defined in Water Code Section 10721(d), with the individual agencies and water providers to ensure the coordinated implementation of Groundwater Sustainability Plans for the entire Visitacion Basin. The agreements will be consistent with the Regional Groundwater Storage and Recovery Project Operating Agreement among the SFPUC, California Water Service Company, and the cities of San Bruno and Daly City (SFPUC 2015).

Water Quality

The project site is located within the Vista Grande watershed near the Colma Creek watershed. Stormwater runoff from the project site would discharge into the City's storm drain system, which would eventually connect to Colma Creek and terminate in the San Francisco Bay.

State policy for water quality control in California is directed toward achieving the highest water quality consistent with maximum benefit to the people of the state. Aquatic ecosystems and underground aquifers provide many different benefits to the people of the state. The SWRCB is charged with protecting all these uses from pollution and nuisance that may occur as a result of waste discharges in the region. Beneficial uses of surface waters, groundwaters, marshes, and wetlands serve as a basis for establishing water quality objectives and discharge prohibitions to attain these goals.

In accordance with Section 303 (d) of the Clean Water Act, the state must present the EPA with a list of impaired water bodies that do not meet water quality standards. Once a water body has been placed on the 303(d) list of impaired waters, States are required to develop a total maximum daily load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet the water quality standards. The City is located in Regional Board Region 2 – San Francisco Bay Region. The beneficial uses of the surface water bodies in the City to which stormwater from the project site would discharge have been designated in the RWQCB Basin Plan.

Flooding

Flood hazard zones are areas subject to flood hazards that are identified on an official Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA). Flooding can be earthquake induced or the result of intense rainfall. Areas within a 100-year floodplain have a 1% probability of flooding in a given year. FEMA has designated the City as a Non-Special Flood Hazard Area (NSFHA), defined as an area that is in a moderate to low risk flood zone. An NSFHA is not in any immediate danger from flooding caused by overflowing rivers or hard rains (FEMA 2019).

According to FIRM Map. No. 06081C0035F, the project site is not within a 100-year or 500-year flood zone (FEMA 2019).

The California Office of Emergency Services (CalOES) has compiled dam inundation maps for the San Francisco Bay Area. A review of these maps indicate that the project site is not located within a dam inundation area (CalOES 2019).

A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Tsunami inundation maps have also been developed for the San Francisco Bay Area. The project site is more than 4 miles from the Pacific Ocean at an elevation of 8 feet amsl at its lowest point and is not within the mapped tsunami inundation area (State of California 2009).

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, swimming pools, or semi enclosed bodies of water, such as San Francisco Bay. Because the project site is far from San Francisco Bay (more than 4 miles), it would not be subject to seiches.

The site is also outside of the influence of sea level rise, as shown on the National Oceanic and Atmospheric Administration sea level rise map. It is not subject to dike/levee failures (NOAA 2019).

4.10.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.8 of the General Plan EIR discusses potential impacts related to hydrology and water quality. Future development projects would conform to all regulatory requirements, and therefore would not violate any water quality standard or waste discharge requirement. Future development projects would also be required to comply with the Municipal Regional Stormwater NPDES Permit and the Statewide NPDES General Permit to reduce impacts from stormwater runoff and non-point pollutants. As such, adherence to existing regulations and General Plan policies would ensure that impacts related to hydrology and water quality are less than significant.

The following General Plan policies are applicable to the proposed project:

- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable Municipal Regional Stormwater Permit by incorporating controls that reduce water quality impacts over the life of the project in ways that are both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.
- Policy SE-2.3:** Continue to require the habitable portions of new structures to have a finished flood 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.

Plan Bay Area EIR Summary

Chapter 2.8 of the Plan Bay Area EIR discusses potential impacts on water resources. The Plan Bay Area EIR determined that future land use and development projects could adversely affect water quality, groundwater recharge, and drainage patterns and expose people to a significant risk of loss, injury, or death from flooding, seiche, tsunami, or mudflows. However, compliance with existing federal, state, and local regulations would ensure impacts are less than significant. No mitigation measures were identified.

4.10.3 Project-Specific Analysis

Impact HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis

Construction

Construction activities and refueling and parking of construction equipment onsite during could result in the degradation of water quality if sediment, oil and greases, solvents, paints, and other chemicals were released into to nearby water bodies or storm drain system. Additionally, excavation and other soil-disturbing activities associated with the proposed project could potentially affect water quality as a result of movement of soil or sediment erosion from the contaminated soils on the project site (see section 4.9, Hazards and Hazardous Materials, for more detail). If movement of these soils occurs, this could potentially run into surface waters, thus resulting in contamination in runoff.

To minimize these potential impacts, the proposed project would be required to comply with the NPDES General Construction Permit (GCP) as well as prepare a Stormwater Pollution Prevention Plan (SWPPP) that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. This would be further required by Mitigation Measure HYD-1, Prepare and Implement a SWPPP. The SWRCB mandates that projects that disturb 1 or more acres must obtain coverage under the Statewide GCP. Since the proposed project would involve development of 15 acres, it would be subject to these requirements. The GCP also requires that prior to the start of construction activities, the Applicant must file permit registration documents with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations.

In addition, the proposed project must comply with the City's Grading, Erosion, and Sediment Control Ordinance, as specified in the Chapter 15.62 in the Municipal Code, to minimize potential impacts to water quality. An erosion and sediment control plan must be prepared and submitted with the grading plan for approval by the City Engineer prior to the start of construction.

The City is under the jurisdiction of the San Francisco RWQCB (Region 2) and is subject to the Waste Discharge Requirements of the Municipal Regional Stormwater Permit. Per the Municipal Regional Stormwater Permit, implementation of the following construction BMPs are also required (RWQCB 2015):

- Control and prevent discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, rinse water from architectural copper, and non-stormwater discharges, to storm drains and watercourses.

- Store, handle, and dispose of construction materials and wastes properly to prevent contact with stormwater.
- Do not clean, fuel, or maintain vehicles onsite, except in a designated area where wash water is contained and treated.
- Train and provide instruction to all employees and subcontractors regarding the construction BMPs.
- Protect all storm drain inlets in the vicinity of the site using sediment controls such as berms, fiber rolls, or filters.
- Limit construction access routes and stabilize designated access points.
- Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractors to implement the applicable BMPs on the plan sheet.
- Use temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
- Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers.
- Perform clearing and earth moving activities only during dry weather.
- Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
- Trap sediment onsite using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stockpiles, etc.
- Divert onsite runoff around exposed areas; divert offsite runoff around the site (e.g., swales and dikes).
- Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
- Provide notes, specifications, or attachments describing the following:
 - Construction, operation, and maintenance of erosion and sediment control measures, including inspection frequency.
 - Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material.
 - Specifications for vegetative cover and mulch, including methods and schedules for planting and fertilization.
 - Provisions for temporary and/or permanent irrigation.

The Applicant or chosen contractor would prepare a SWPPP that addresses these and other structural and non-structural BMPs that would be implemented at the site.

In addition, the City reviews individual projects for stormwater conformance with applicable laws, policies, and guidelines and has the authority to inspect and conduct sampling at properties to ensure that the provisions of the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code) are implemented. With development and implementation of the BMPs in the Erosion and Sediment Control Plan and the SWPPP and

compliance with City, county, and state stormwater regulations, the construction impacts to water quality would be less than significant.

Operation

Runoff from high-density residential and commercial properties with parking typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), roofing, gutter, and trim runoff, as well as fertilizers, herbicides, pesticides, and other pollutants associated with landscaping. In addition, sources of pollutants that accompany large-scale buildings would be present, such as onsite storm drain inlets, dumpster storage area, fire sprinkler test water, rooftop equipment, courtyard, sidewalks, and a parking lot.

Water quality in stormwater runoff is regulated locally by the San Mateo Countywide Water Pollution Prevention Program, which includes provisions set by the San Francisco Bay RWQCB. The San Mateo Countywide NPDES permit was amended in 2009 and now includes stricter requirements for incorporating post-construction stormwater control/low-impact development measures into new development and redevelopment projects. All development and redevelopment projects must incorporate site design, source control, and treatment measures to the maximum extent practicable and to use stormwater control measures that are technically feasible and not cost prohibitive. Also, each project regulated under the C.3 provisions must treat 100 percent of the amount of runoff for the project's drainage area with onsite low-impact development treatment measures. Stormwater treatment requirements must be met by using evapotranspiration, infiltration, rainwater harvesting, and reuse, except where this is infeasible, in which case landscape-based biotreatment is allowed.

The threshold for requiring stormwater treatment includes any earthwork that would be greater or equal to 2,500 sf. Since the proposed project would require greater than 2,500 sf of earthwork, adherence to the C.3 provisions of the NPDES permit apply, and various prescribed measures must be incorporated into the project design.

The proposed project would incorporate site design measures, source control measures, and stormwater treatment control measures to minimize potential water quality impacts as follows:

- Landscaped areas and permeable pavers that would retain and treat their own runoff.
- Planters located on southeast portion of site, near the foot of the building, would be used as flow-through planters to treat and discharge runoff from impervious areas.
- Treated runoff would be discharged from the BMPs to the storm drain line on Schwerin Street.
- No runoff would be directly discharged to drainage systems outside the project site.

With the implementation of the proposed site designs, source control, treatment control measures, and management practices, the potential operational impact to water quality would be less than significant. Therefore, operational impacts of the proposed project would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

MM HYD-1 Prepare and Implement a SWPPP. The Applicant (or its contractor) shall obtain coverage for the proposed project under the Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 20152-006-DWQ). Per the requirements of the California State Water Resources Control Board, the Applicant, or its contractor, shall prepare a SWPPP to reduce the potential for water pollution and sedimentation from proposed project activities. The SWPPP will address site runoff, assuring that project runoff will not affect or alter the drainage patterns on the site. The SWPPP shall comply with the City's Grading, Erosion, and Sediment Control Ordinance, as specified in the Chapter 15.62 in the Municipal Code, as well as the Waste Discharge Requirements of the Municipal Regional Stormwater Permit.

Level of Significance After Mitigation

Less Than Significant With Mitigation.

Impact HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis

New construction could result in impacts related to groundwater if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impermeable surfaces. The project site currently includes 374,980 sf of impervious surface, including the Midway Village area and 20,875 sf of impervious surface at Bayshore Park. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area and the redeveloped Bayshore Park).

Build-out of the proposed project would lead to an increased demand for water. The project site is located within the Islais Valley groundwater basin but draws water from the South Westside Groundwater Basin. The City obtains approximately 45 percent of its water supply from local groundwater wells. Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno and Daly City and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. The City has agreed to self-limit groundwater pumping to 3.43 million gallons per day (UWMP 2015).

Implementation of the proposed project would include features with permeable pavers that would retain and treat runoff. Planters throughout the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. Additionally, the following design measures would be implemented: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, pervious vehicular turf block, direct runoff into bioretention areas, direct runoff into flow through planters, and non-pervious pavement. The Bayshore Park site would be relocated within the project site, graded, and prepped to allow for adequate stormwater drainage from the site, and stormwater design features would be incorporated into the final park design to maintain this drainage in its new location. In addition, the City does not plan to increase its long-term groundwater pumping above existing levels, and the Westside Groundwater Basin is not in critical condition from overdraft (UWMP 2015). Therefore, the proposed project would have a less than significant impact on groundwater supply. Because the proposed project would incorporate these design features to direct stormwater flows and because the groundwater basin is not in overdraft conditions, operation of the proposed project would not substantially impede groundwater recharge.

Project construction activities would excavate the project site up to 26 feet. According to the Geotechnical Investigation, groundwater varies from 1 to 12 feet below ground surface (bgs) at the project site, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). In the event that construction activities such as excavation and trenching encounter shallow groundwater, common practices employed to facilitate construction include either dewatering the excavation or shoring the sides of the excavation to reduce groundwater inflow.

If dewatering is used, the Applicant would be required to comply with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharge of non-stormwater from an excavation that contains sediments or other pollutants to sanitary sewer, storm drain systems, creek bed (even if dry), or receiving waters without treatment is prohibited. Discharge of uncontaminated groundwater from dewatering is a conditionally exempted discharge by the San Francisco RWQCB. However, the removed water could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). Additionally, discharged groundwater would be disposed of in accordance with Mitigation Measure HAZ-1, which requires the proposed project to prepare a Remediation Action Workplan to address onsite contaminated soils and groundwater (refer to Section 4.9, Hazards and Hazardous Materials for further discussion).

The proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. Therefore, construction of the proposed project would result in a less than significant impact to groundwater recharge with implementation of Mitigation Measures GEO-2 and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HAZ-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would:

- i) Result in substantial erosion or siltation on- or off-site;**
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;**
 - iii) 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; or**
-
- iv) Impede or redirect flood flows?**
-

Impact Analysis

The proposed project would involve site improvements that would require grading and soil exposure during construction. If not controlled, the transport of these materials into local waterways could temporarily increase suspended sediment concentrations. To minimize this impact, the proposed project would be required to comply with all of the requirements in the State GCP, including preparation of permit registration documents and submittal of a SWPPP (as required through Mitigation Measure HYD-1) to the SWRCB prior to the start of construction activities. Specific construction and operational BMPs and design measures are outlined under Impact HYD-1, above. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area and the redeveloped Bayshore Park). This increase in impervious surface at the project site would increase the amount of stormwater runoff and/or potential flooding from the project site. The proposed project would also include areas consisting of landscaping and bioswales along the project site boundary that would allow for controlled capture and absorption of some surface flows in the area. In particular, stormwater at the project site would be diverted to the landscaped areas and bioswales, which would control the volume of stormwater at the project site to reduce the potential for flooding.

The project will require relocation of portions of the City's stormwater drainage system due to the placement of new structures. Any relocations would be required to be designed to accommodate a 100-year storm within the relocated sections to ensure that such relocations do not alter the City system's capacity.

As described, construction activities and refueling and parking of construction equipment onsite during could result in the degradation of water quality if sediment, oil and greases, solvents, paints, and other chemicals were released into to nearby water bodies or storm drain system. However, the proposed project would be required to comply with the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code).

In addition to the above requirements for the construction of the whole proposed project, the proposed project would also be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition during each phase of construction. Due to phased construction for the proposed project, each phase alone has some potential to increase the rate or amount of surface runoff which may result in flooding or contribute runoff water which would exceed the capacity of existing stormwater drainage systems. In order to prevent this, each phase of construction would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition both overall and upon completion of each individual phase. The SWPPP, which is required through Mitigation Measure HYD-1, would be implemented throughout construction activities,

including during each phase of construction, and therefore the proposed project would meet the City's requirements to limit stormwater discharge volumes and runoff rates.

Additionally, the project site is not located on a FEMA flood zone and therefore would not impede or redirect flood flows. Therefore, with implementation Mitigation Measure HYD-1, as well as adherence to General Plan policies, impacts associated with the alteration of the drainage pattern of the project site would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis

The project site is located over four miles from the Pacific Ocean, at an elevation of 8 feet amsl at its lowest point. Tsunamis typically affect coastlines and areas up to 0.25 mile inland. Due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of its distance from any enclosed bodies of water. The nearest enclosed body of water to the project site is the San Francisco Bay, which is located approximately 1.2 miles east of the project site. Because the project site is located on relatively high ground from the surrounding area, and proposed project engineering design features would address any slope stability issue onsite, mudflows would not pose an issue. Therefore, a less than significant impact would occur related to inundation by seiche, tsunami, or mudflow.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis

The majority of the City lies within the South Westside Groundwater Basin (SWB); however, the project site within the Visitation Valley Groundwater Basin (VVB). DWR classifies the VVB as a very low priority basin under the Sustainable Groundwater Act. As described, the composition of the GSA for the South Westside Basin has not yet been determined. Upon establishment of a GSA for the VVB, the SFPUC will enter into coordination agreements, as defined in Water Code Section 10721(d), with the individual agencies and water providers to ensure the coordinated implementation of Groundwater Sustainability Plans for the entire Visitation Basin. The agreements will be consistent with the Regional Groundwater Storage and Recovery Project Operating Agreement among the SFPUC, California

Water Service Company, and the cities of San Bruno and Daly City (SFPUC 2015). Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

The proposed project is required to comply with the policies and objectives of the Water Quality Control Plan for the San Francisco RWQCB. As discussed, the proposed project would be required to implement Mitigation Measure HYD-1 and obtain coverage under the NPDES Construction General Permit requiring preparation of a SWPPP. The SWPPP would be implemented during construction and would incorporate BMPs that meet the requirements of the RWQCB's Water Quality Control Plan to reduce potential impacts to water quality. In the event that construction activities such as excavation and trenching encounter shallow groundwater, the proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the San Francisco RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. Therefore, the proposed project would not conflict with or obstruct implementation of the Water Quality Control Plan for the RWQCB and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HYD-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

4.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.11.1 Environmental Setting

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the General Plan, located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. According to the General Plan, the Bayshore neighborhood primarily contains detached single-family residential homes and low-intensity industrial areas. Existing densities in the area range from a low of 2 to 14.5 du/ac to a very high density of over 50 du/ac. John McLaren Park is located approximately 0.7 mile north of the project site, Bayshore Park is located directly within the project site, and other small community parks are scattered throughout the neighborhood.

According to the General Plan, land use planning challenges within the Bayshore neighborhood include aging sewer and water lines, lack of pedestrian and roadway infrastructure, and lack of easily developable land. Opportunities in this neighborhood include the revitalization of commercial areas, infill single-family, retail office development, and park and open space development (City of Daly City 2013). The project site is approximately 15 acres and comprises 39 San Mateo County APNs, as outlined in Section 2, Project Description. The General Plan designates 37 parcels as High Density Residential (R-HD) and 2 parcels as Public Park (PP). All of the 39 parcels are zoned as a Multiple Family Residential District (R-3).

The project site is currently occupied by existing residents and is bordered on all sides by a mix of residential, commercial, and industrial use. The project site is surrounded by the following land uses:

- North and East: A PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area.
- South: A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- West: Mixed single- and multi-family residences.

4.11.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.9 of the General Plan EIR discusses potential impacts related to land use. The General Plan EIR determined that implementation of the General Plan would not physically divide an established community and would not conflict with existing local plans and zoning ordinances. Impacts would be less than significant.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to land use and planning discussed in Chapter 2.3 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.3-2: Physically Divide Established Community. The Plan Bay Area EIR determined that implementation of the projected land use growth would create more centralized development and would not physically divide established communities. However, transportation projects could result in potential division from placement of structures. The Plan Bay Area EIR identified Mitigation Measure 2.3-2 to reduce impacts from transportation projects to a less than significant level. The proposed project would not be characterized as a transportation project; therefore, this mitigation measure is not applicable.

Impact 2.3-3: Conflict with Applicable Land Use Plans, Policies, or Regulations. The Plan Bay Area EIR determined that future development and/or transportation projects could conflict with existing long-range plans. However, projects would be required to demonstrate consistency with relevant plans to obtain permits and otherwise meet agency requirements. Therefore, this impact is less than significant, and no mitigation measures were identified.

4.11.3 Project-Specific Analysis

Impact LU-1 Physically divide an established community?

Impact Analysis

The project site is currently developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for HACSM. Additionally, an existing park, Bayshore Park, is currently located directly north and east of the Midway Village area. The proposed project would involve redevelopment of the Midway Village area and would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. Additionally, Bayshore Park would be relocated and returned to the City to be redeveloped as part of the proposed project.

During construction, the proposed project would cause temporary disturbance to the established community and residents within the Midway Village area. This temporary disturbance would include relocation of residents and the child-care facility to a different location within the project site, as described in Section 2, Project Description. In addition, Bayshore Park would be relocated to a different section of the project site. The area would continue to operate as a residential area with child-care and park facilities onsite once construction is complete. Therefore, the proposed project would not physically divide an established community, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis

Table 4.11-1 provides a consistency analysis for applicable land use plans, policies, and regulations with jurisdiction over the proposed project. Applicable regulations are as follows:

- Daly City General Plan
- Daly City Municipal Code

Table 4.11-1: Applicable Plan and Policy Consistency Analysis

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Policy LU-1:	Maintain and, where possible, encourage larger commercial development sites throughout the City.	Consistent. This site is an existing residential site and does not include uses for large commercial operations. The proposed project would not change the existing land use of the site.
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.	Consistent. The proposed project would not affect the operation of any existing businesses and would improve quality of life within the neighborhood by providing additional commercial opportunities for new business and affordable housing.
Policy LU-4:	Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations in close proximity to public transit.	Consistent. The proposed project represents higher-density mixed-use development is within 2.2 mile of the Balboa BART Station, within 0.30 mile of a MUNI bus stop and surrounding businesses.
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).	Consistent. The proposed project would comply with local regulations, such as design review, to ensure consistency between design and surrounding land uses.
Policy LU-9:	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.	Consistent. The proposed project would generate minimal vehicle trips associated with the 5,100 sf of community center/office space. The project site is within 2.2 mile of the Balboa BART Station and 0.30 mile of a MUNI bus stop and surrounding businesses.
Policy LU-16:	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of the City.	Consistent. The proposed project would include the addition of new signs for both the residential and commercial components; however, the proposed project would comply with all local ordinances and regulations governing sign regulations and design guidelines.

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
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.	Consistent. The proposed project would comply with applicable fees and/or mitigation measures to reduce potential impacts identified in this SCEA.
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.	Consistent. The proposed project is suitably scaled for the subject parcel and all reasonable measures would be taken to identify and address potentially significant effects.

Notes:

BART = Bay Area Rapid Transit

City = City of Daly City

SCEA = Sustainable Communities Environmental Assessment

sf = square feet

The proposed project is consistent with all applicable land use policies as set forth by the General Plan, per the policy consistency analysis above. The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designations from one portion of the project site to another, within the entirety of the site. As such, a General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment, and therefore would still be consistent under the General Plan.

The proposed project is located within the R-3 zoning designation, which has a maximum density of 87.7 dwelling units per acre. R-3 zoning allows for 1 unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land. Accordingly, the proposed 555 units would be consistent with this requirement.

According to the City Zoning Code Section 17.47.080, the developer may submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code §65915 that states: "When an applicant seeks a density bonus for a housing development within...the jurisdiction of a city...that local government shall provide the applicant incentives or concessions for the production of housing units...as prescribed in this section." The City shall grant the density bonus and incentives or concessions when the applicant for the housing development seeks and agrees to construct, among other categories. Per subsection (g)(1) of §65915, "density bonus" means a density increase of at least 20 percent, with a maximum of 35 percent. Accordingly, the following waivers are requested for the proposed project:

Multifamily Rental Units:

- The maximum height required for the site be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite.
- The front setback under R-3 zoning be reduced to zero, however generally the proposed buildings would have a 5-foot setback from adjacent parcels.

Townhome Units:

- Minimum lots would be lowered from 3,000 square feet to 1,100 square feet per unit.
- The front yard setback would be lowered from 15 feet to 8 feet.
- The minimum lot width would be lowered from 33 feet to 20 feet.
- The maximum lot coverage would be raised from 50 percent to 70 percent.
- The maximum height would be raised from 30 feet to 55 feet.

In summary, the proposed project would not conflict with the General Plan or zoning ordinance and the impact would be less than significant.

Additionally, as discussed in Section 4.9.3, Project-Specific Analysis, Impact HAZ-4, the project site is located on two identified hazardous cleanup sites, pursuant to California Government Code, Section 65962.5, and the Existing LUCs, including the 2002 LUC, currently restrict development on a portion of the project site. As discussed under Impact HAZ-4, the 2002 LUC would need to be modified, amended, or rescinded to allow for construction of the proposed project (as the 2002 LUC does not allow for residential development). As such, Mitigation Measure HAZ-1 would be required to modify, amend, or rescind the 2002 LUC on the project site. As a condition of this mitigation measure, a building permit cannot be issued for the proposed project until the 2002 LUC is either modified, amended, or rescinded through DTSC approval. Therefore, with implementation of Mitigation Measure HAZ-1 the proposed project would not conflict with the 2002 LUC and the impact would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

This page left intentionally blank.

4.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Environmental Setting

The California Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in an area. Local government is required to incorporate identified MRZs resource areas delineated by the state, into their general plans. Accordingly, the General Plan does not identify any MRZs within the City. In addition, the City has not identified mineral resources of value, and the City has not been delineated as a locally important mineral recovery site.

4.12.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The City does not contain any mineral resources within its limits; therefore, there are no mitigation measures from the General Plan EIR that would apply to the proposed project.

Plan Bay Area EIR Summary

The Plan Bay Area EIR determined that land use and transportation projects could result in development that would preclude the future extraction of mineral resources. However, projected land use growth was designed to be consistent with local planning documents, which are required to consider MRZs. In addition, most projects would occur within urban areas where extraction of mineral resources is unlikely. Accordingly, the impact would be less than significant, and no mitigation measures were identified.

4.12.3 Project-Specific Analysis

Impact MIN-1 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?

Impact Analysis

The General Plan does not identify any MRZs within the City. There is no history of mineral resource extraction in the area, nor is such use planned for the future. Therefore, the proposed project would have no impact on loss of availability of a known mineral resource.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact MIN-2 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?

Impact Analysis

No mineral resources of value to the region and the residents of the state have been identified within the City. The City has not been delineated as a locally important mineral recovery site. As a result, the proposed project would have no impact on loss of availability of a locally important mineral resource.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.13 NOISE

Would the Project Result In:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity if the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project within the vicinity of a private airstrip or 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 be residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Environmental Setting

Noise Fundamentals and Terminology

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of the proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise.

With respect to how humans perceive and react to changes in noise levels, a 1 dBA increase is imperceptible, a 3 dBA increase is barely perceptible, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels. Numbers of agencies and municipalities have developed or adopted noise level standards consistent with these and other similar studies to help prevent annoyance and to protect against the degradation of the existing noise environment.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max} , respectively), percentile-exceeded sound levels (such as L_{10} , L_{20}), the day-night sound level (L_{dn}), and the community noise equivalent level (CNEL). L_{dn} and CNEL values differ by less than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a line source such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (Federal Highway Administration 2011a). Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance (Federal Highway Administration 2011b).

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dBA, two identical sources would combine to produce 73 dBA. The cumulative sound level of any number of sources can be determined using decibel addition.

Vibration Standards

Vibration is like noise such that noise involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and a frequency. A person's perception to the vibration would depend on his or her individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The City does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and proposed project operations are addressed as potential noise impacts associated with the proposed project implementation.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. In Table 4.13-1, the general threshold at which human annoyance could occur is noted as 0.1 in/sec peak particle velocity (PPV). Table 4.13-2 indicates that the threshold for damage to structures ranges from a PPV of 0.2 to 0.6 in/sec.

Table 4.13-1: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.90	0.10
Severe	2.00	0.40

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

in/sec = inches per second

PPV = peak particle velocity

Source: Caltrans 2013.

Table 4.13-2: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Notes:

in/sec = inches per second

PPV = peak particle velocity

Source: Caltrans 2013, Caltrans 2004

Operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers, create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in in/sec) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the PPV.

Table 4.13-3 summarizes typical vibration source levels generated by various construction equipment.

Table 4.13-3: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003

Note:
PPV = peak particle velocity
Source: FTA 2018

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2018). PPVref is the reference PPV from Table 4.13-3:

$$PPV = PPV_{ref} \times (25/Distance)^{1.5}$$

4.13.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.10 of the General Plan EIR discusses potential impacts related to construction noise, traffic noise, airport noise, and groundborne vibration. The General Plan EIR determined certain locations in the City would experience traffic noise increases by more than 3 dB. While it is possible to minimize potential noise impacts with implementation of noise-attenuating features, the City cannot guarantee that these measures would take place. Therefore, the General Plan EIR determined that impacts related to traffic noise would result in a significant and unavoidable impact. The General Plan EIR determined that impacts related to construction noise, airport noise, and groundborne vibration would be less than significant as future projects would be required to comply with City’s noise standards included in Chapter 9.22 of the Municipal Code.

The following General Plan policies apply to the proposed project:

Policy NE-1: Use the future noise contour map to identify existing and potential noise impact areas (See Figure 4.13-1).

Y:\gis\templates\stanc\stanc_a_l_HorizontalBar_TitleRight.mxd Revised: 2020-01-13 By: kaejohnson

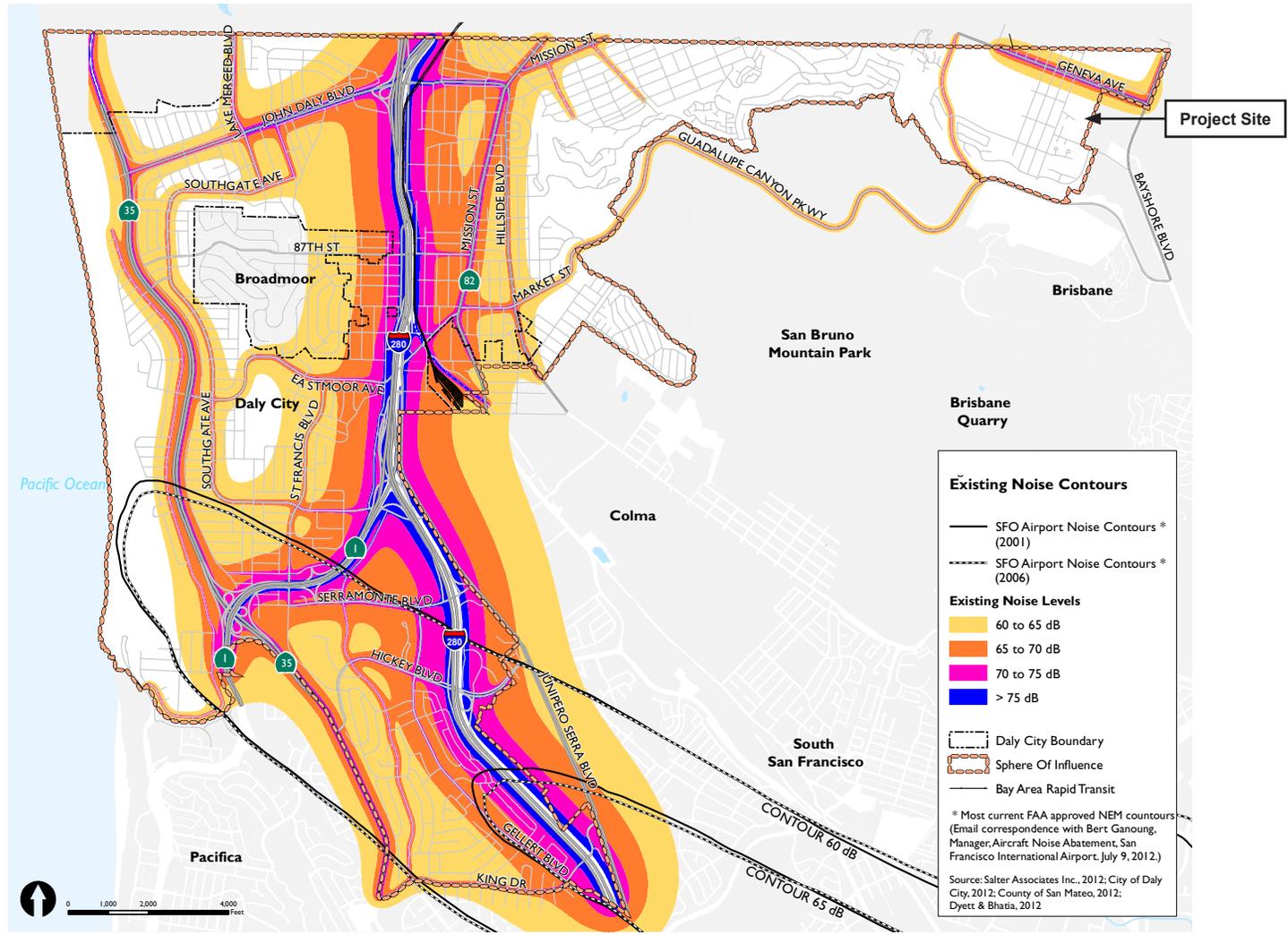


Figure No.
4.13-1
 Title
Existing Noise Contours
 Client/Project
 City of Daly City
 Midway Village Redevelopment Project
 Project Location
 Daly City, CA 185704589

Source: Daly City General Plan EIR
 Date: 2013

This page left intentionally blank.

- 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.
- Policy NE-3:** Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas.
- 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.
- 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. "Conditionally Acceptable" noise environments are defined by the Daly City Noise and Land Use Compatibility Matrix as shown in Figure 4.13-2. 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.

Plan Bay Area EIR Summary

The following summarizes the potential noise impacts discussed in Chapter 2.6 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.6-1: Construction Noise Levels and Groundborne Vibration. The Plan Bay Area EIR determined that future development projects have the potential to result in substantial construction noise and vibration levels such that nearby sensitive receptors could be adversely affected, and noise standards exceeded. However, impacts would be less than significant with implementation of Mitigation Measure 2.6-1(a) (Refer to Impact NOI-1 in Section 4.13-3, Project-Specific Analysis).

PBA EIR MM 2.6-1(a): *To reduce construction noise levels, implementing agencies and/or project sponsors shall:*

- *comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g., Alameda County Code restricts construction noise to between 7:00 AM and 7:00 PM on weekdays and between 8:00 AM and 5:00 PM on weekends);*
- *properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);*
- *prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*
- *locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible;*

- *erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;*
- *use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and*
- *use cushion blocks to dampen impact noise from pile driving.*

Impact 2.6-2: Increased Noise from Traffic and Transit. The Plan Bay Area EIR determined that some areas would result in regional average noise increases and localized traffic-related noise levels that exceed applicable thresholds and would result in a substantial permanent increase in noise. The Plan Bay Area EIR determined that traffic noise impacts would be less than significant with implementation of Mitigation Measure 2.6-2. Mitigation Measure 2.6-2 is not applicable to the proposed project because the proposed project is not located within the 70 dBA CNEL noise contour of a freeway.

Impact 2.6-3 and Impact 2.6-4: Rail Transit Noise and Vibration. The Plan Bay Area EIR determined that future rail transit projects would result in new noise and vibration sources that could affect existing sensitive land uses. However, impacts would be less than significant with implementation of Mitigation Measures 2.6-3(a), 2.6-3(b), 2.6-3(c), 2.6-4(a), 2.6-4(b), and 2.6-4(c). The proposed project does not involve the construction of a rail transit line, and therefore these mitigation measures are not applicable.

Impact 2.6-5: Ambient Noise. The Plan Bay Area EIR determined that future development projects could expose existing or new sensitive receptors to noise levels that exceed land use compatibility thresholds, resulting in a substantial permanent increase in noise. However, this impact would be reduced to a less than significant level with implementation of Mitigation Measure 2.6-5 (Refer to Impact NOI-1 in Section 4.13-3, Project-Specific Analysis).

***PBA EIR MM 2.6-5:** To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.*
- *Local agencies approving land use projects shall require that external mechanical equipment, including HVAC units, associated with buildings incorporate features designed to reduce noise to below 70 dBA CNEL or the local applicable noise standard. These features may include, but are not limited to, locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.*

Impact 2.6-6: Airport Noise Levels. The Plan Bay Area EIR analyzed the potential impacts related to increased noise exposure from aircraft or airports and determined with the implementation of Plan Bay Area Mitigation Measure 2.6-6 the impact would be less than significant. The proposed project is not located within an airport land use plan and therefore this mitigation measure is not applicable (Refer to Impact NOI-3 in Section 4.13-3, Project-Specific Analysis).

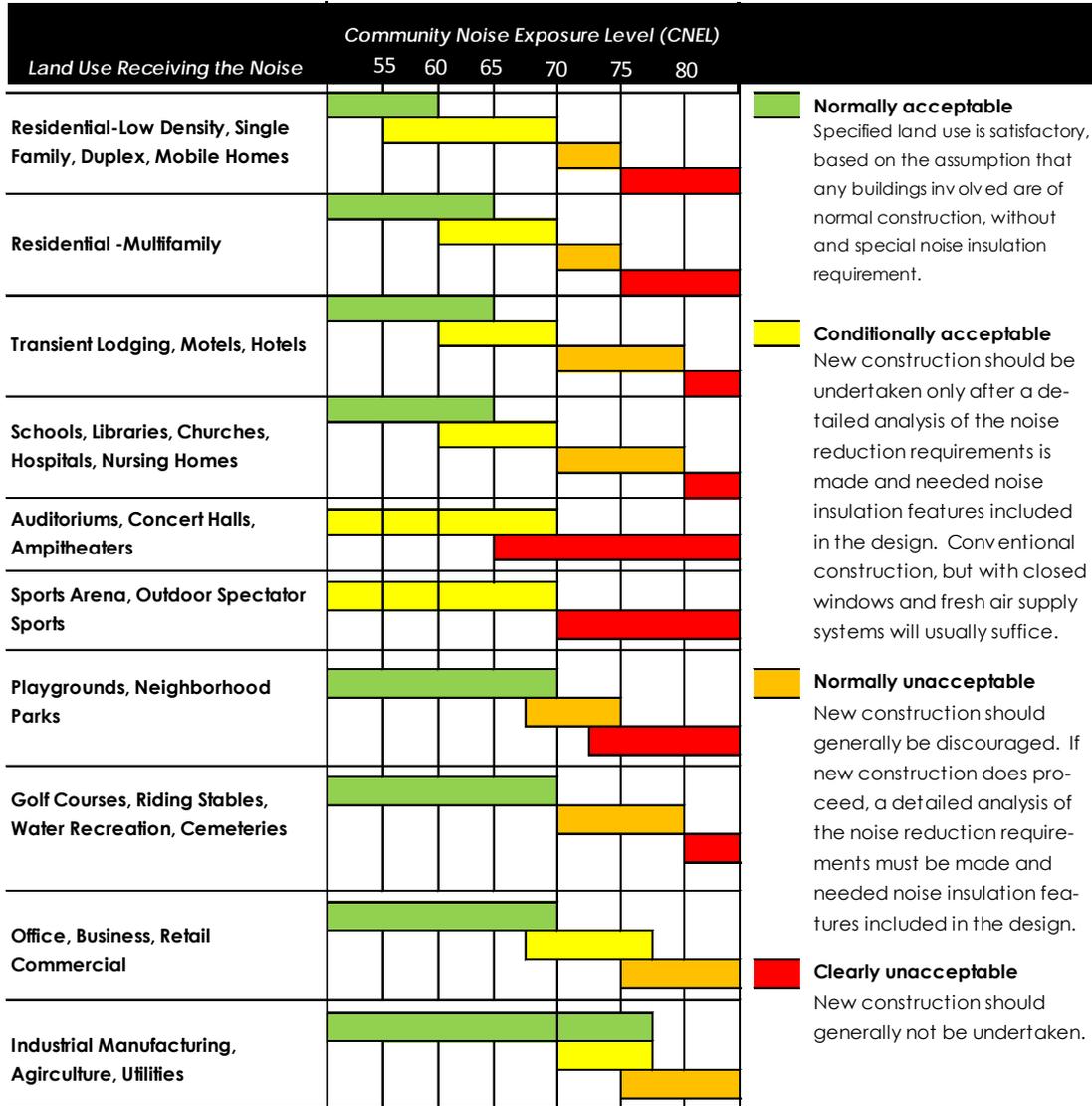


Figure No.

4.13-2

Title

Daly City Noise Compatibility Guidelines

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

This page left intentionally blank.

4.13.3 Project-Specific Analysis

Project Location and Sensitive Receptors

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development.

The project site is located in the northeast region of the City at the intersection of Midway Drive, Schwerin Street, and Martin Street, near the border of the City and County of San Francisco. The project site is bordered by existing Midway Village single- and multi-family residences to the west and south; a PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area to the north and east; and a Toll Brothers site, which is currently graded and undeveloped, also to the south. The closest major roadway to the project site is Bayshore Boulevard, which is about 1,320 feet away. U.S. 101 is approximately 1.06 miles from the project site. The Cow Palace is about 980 feet from the west edge of the project site. The San Francisco International Airport is located approximately 5.4 miles from the project site.

The closest sensitive receptors to the project site are the existing multi-family and single-family residential buildings across Midway Drive, Schwerin Street, and Martin Street, with the closest receptors being about 64 feet from the project site.

Existing Ambient Noise Levels

The existing noise environment in a project area is characterized by the area's general level of development because the level of development and ambient noise levels tend to be closely correlated. Areas that are not urbanized are relatively quiet, while areas that are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities.

The City is exposed to noise generated by traffic on I-280, Highway 1, and Highway 35 and to a lesser extent, along major arterial roads such as Geneva Avenue, Guadalupe Canyon Parkway, and Bayshore Boulevard. Traffic noise depends primarily on traffic speed (tire noise increases with speed) and the proportion of truck traffic (trucks generate engine, exhaust, and wind noise in addition to tire noise). Changes in traffic volumes can also have an impact on overall traffic noise levels. For example, it takes 25 percent more traffic volume to produce an increase of only 1 dBA in the ambient noise level. For roads already heavy with traffic volume, an increase in traffic numbers could even reduce noise because the heavier volumes could slow down the average speed of the vehicles. A doubling of traffic volume results in a 3 dBA increase in noise levels.

Existing roadway noise contours are depicted in Figure 4.13-1. The project site is not located in an existing noise contour zone (City of Daly City 2013). Geneva Avenue, a major arterial road, runs close to but not adjacent to the proposed project; however, the project site is buffered from traffic noise along Geneva Avenue by existing buildings. Therefore, ambient noise levels at the project site are expected to be below 60 dBA CNEL and should be in the "Normally Acceptable" category for both residential and commercial uses according to the General Plan Land Use Compatibility Matrix.

Impact NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact Analysis

Exterior Traffic Noise at Existing Sensitive Receptors

To describe future noise levels due to traffic added from the proposed project, AM and PM peak hour traffic counts (with and without the proposed project) listed in Figures 6 and 8 in the November 21, 2019 “45 Midway Drive Affordable Housing Transportation Impact Analysis” report were used to determine the percentage increase of traffic on the roads adjacent to the project site and adjacent sensitive receivers.

Table 4.13-4 shows the peak hour counts associated with traffic on the local roadway network under baseline and baseline plus proposed project traffic conditions. The last columns in the table show the overall percentage change and the estimated difference in peak hour noise level.

Table 4.13-4: Traffic Peak Hour Counts and Estimated Noise Increase

Roadway	Baseline Peak Hour Traffic Count	Peak Hour Traffic Count with Project	Percentage Change	Estimated dB Change
Martin Street at Schwerin Street	130 (149)	135 (149)	4% (0%)	0.2 (0)
Schwerin Street at Martin Street	190 (188)	195 (188)	3% (0%)	0.1 (0)
Main Street at Bayshore Blvd	93 (125)	135 (176)	45% (41%)	1.8 (1.6)
Bayshore Blvd at Main Street	1,621 (1,665)	1,663 (1,716)	3% (3%)	0.1 (0.1)
Geneva Ave at Schwerin Street	1,769 (1,928)	1,880 (2,037)	6% (6%)	0.2 (0.2)

Notes:

dB = Decibel

Numbers in parenthesis are PM peak hour traffic volumes.

The proposed project is expected to minimally increase traffic counts along Martin Street, Schwerin Street, Bayshore Blvd, and Geneva Avenue. There would be no noticeable change in traffic noise expected along these streets. Peak traffic counts are expected to increase approximately 41 to 45 percent along Main Street at Bayshore Boulevard.

Traffic increases of 45 percent increase noise levels approximately 1.8 dB, which is barely perceptible to imperceptible and represents a minimum impact. For reference, an increase in 3 dB represents a doubling of loudness according to Federal Highway Administration Guidance, and the increase in noise levels by 1.8 dB would be below this amount (Federal Highway Administration 2011a). Therefore, the proposed project would not cause increased traffic noise levels over the baseline conditions at the neighboring sensitive receivers and this would be a less than significant impact relative to this topic.

Interior Traffic Noise at New Sensitive Receptors – Residential

The CBC and the City states that the interior noise levels attributable to exterior sources shall not exceed 45 dBA in any habitable room, including residential units. The needed sound isolation requirements of a building’s exterior façade system will be dependent on the following conditions:

- The dimension of the rooms with exterior windows;
- The finishes within the rooms;

- The ratio of clear glass to solid wall in the exterior wall assembly; and
- The exterior solid wall construction.

Modern construction with punch windows typically provides a 25 dBA exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dBA L_{dn} /CNEL or less will typically comply with the code-required interior noise level standard. Modern construction using window walls, curtainwalls, or a high ratio of exterior clear glass would provide less reduction with the windows closed. Buildings using a high amount of glass would typically comply with the code-required interior noise level standard if exposed to exterior noise levels of 67 dBA L_{dn} /CNEL or less.

Based on the existing noise level contours (Figure 4.13-1) listed in the General Plan Noise Element, noise levels at the project site are expected to be below 60 dBA CNEL. With a maximum exterior noise level of 60 dBA CNEL, interior noise levels within the residential units would comply with code requirements with standard exterior façade constructions and would have a less than significant impact.

Interior Traffic Noise at New Sensitive Receptors – Commercial

CALGreen states if an occupied non-guestroom space is exposed to a noise level of 65 dBA L_{eq} 1-hour during any hour of operation, the exterior façade design shall incorporate features to reduce noise inside the spaces to a maximum of 50 dBA L_{eq} 1-hour. Given that the project site would be exposed to noise levels up to 60 dBA CNEL, a one-hour noise level of 65 dBA or greater is unlikely, and the building would not be subject to the CALGreen requirements. Therefore, standard construction should be acceptable for the commercial spaces to achieve the CALGreen code requirements, and traffic noise levels would have a less than significant impact.

Proposed Project Fixed-Source Noise

Typical multi-family residential/commercial building construction would commonly involve new rooftop mechanical equipment, such as air-handling units, condensing units, make-up air units, and exhaust fans. This equipment would generate noise that would radiate to neighboring properties, which could result in a potentially significant impact prior to mitigation. The noise from this equipment would be required to comply with Section 9.22 “Disturbing the Peace” of the Daly City Municipal Code, Section 1207.4 of the CBC, and Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) at the neighboring residential receptors. Thus, Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) and Mitigation Measure NOI-2 would be required to ensure that the onsite equipment would be designed incorporating measures such as shielding and/or appropriate attenuators to reduce noise levels that may affect nearby properties. With Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) and Mitigation Measure NOI-2, the impact of fixed-source noise to the neighboring properties would be less than significant.

Proposed Project Operational Noise

As part of the proposed project, several outdoor recreational areas and a park would be introduced or relocated on the site. The recreational areas and park would provide opportunities to foster community and interaction with open space throughout the project area. The specific recreational areas would include the following:

- **The Garden:** Including a community garden and an exercise deck. Located internal to the site near Building E. Shielded from Schwerin and Martin streets.
- **The Family Room:** Including a multi-use lawn, a tot play area, and an outdoor dining area. Located internal to the site in the Building D courtyard. Shielded from Schwerin and Martin streets.

- **The Residents Park:** Including an outdoor dining area, a multi-use lawn, a plaza, terrace seating, and a play area. Located internal to the site near the community center. Shielded from Schwerin and Martin streets.
- **The Residents Garden:** Including a meditation garden and an outdoor dining area. Located internal to the site in the Building B courtyard. Shielded from Schwerin and Martin streets.
- **The Family Court:** Including a picnic area and a play area. Located internal to the site in the Building A2 courtyard. Shielded from Schwerin and Martin streets.
- **Bayshore Park:** Bayshore Park is an existing City park adjacent to the existing Midway Village area. This park would maintain its existing purpose; however, it would be relocated within the new Midway Village Redevelopment to the northern most portion of the project site, closer to Schwerin Street. The development of the park would be the responsibility of the City. Future improvements at the park may contain elements such as a soccer field, tennis court, a playground, a 10-foot wide jogging path with workout stations around the perimeter of the park, restrooms, and additional parking spaces.

The existing play area associated with the child-care facility would also be relocated to Building B2, which brings the play area closer to the residential receptors along Schwerin Street. The child-care area would be set back within the building such that Building B2 would provide shielding between the play area and Schwerin Street.

All activities taking place within the recreational areas, park, and the child-care play area would take place during daytime hours, and the final design and development of these areas would be subject to the noise level restrictions set in the Daly City Noise Compatibility Guidelines in the General Plan. Therefore, the impact of noise from the recreational areas, park, and child-care play area to the closest residential receptors would be less than significant.

Short-Term Construction Noise Impacts

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. This increased traffic would be comprised of vehicles, medium trucks, and heavy trucks.

Workers would access the project site from the city streets and U.S. 101. Construction materials and equipment would be delivered using trucks during the daytime hours (7 AM and 9 PM). Construction workers required for each phase of the proposed project and would fluctuate between 15 and 75 workers per day with an average of 35 workers per day.

The associated short-term noise from construction vehicles along city streets, such as Schwerin Street would be perceptible, however, such a noise increase would be instantaneous and short term. The Federal Transit Administration (FTA) offers construction mitigation measures listed in Section 12.1.3 "Mitigation of Construction Noise" in the Transit Noise and Vibration Impact Assessment document (FTA 2006), which would be implemented through Mitigation Measure NOI-3. This document recommends rerouting truck traffic away from residential streets, if possible, and to select streets with fewest homes, if no alternatives are available. Mitigation Measure NOI-3 follows the FTA recommendations to limit noise to the closest noise-sensitive receivers. With Mitigation Measure NOI-3, the impact of construction traffic noise to the neighboring properties would be less than significant.

The second type of short-term noise impact is related to noise generated during construction. Construction activities would include excavation activities and grading, foundation work, building construction, and paving. Each construction stage has its own mix of equipment and consequently, its own noise characteristics. These various

construction operations would change the character of the noise generated at the project site and therefore, the ambient noise level as construction progresses. The loudest phases of construction typically include excavation, building construction, and grading phases as the noisiest construction equipment is earthmoving and grading equipment. Table 4.13-5 lists types of construction equipment that may be used throughout construction and the maximum and average operational noise level as measured at 64 feet from the operating equipment. The 64-foot distance represents the approximate distance between the project site and the closest residential receptors across Martin Street. Appendix H shows the noise calculations and inputs that were used from the Roadway Construction Noise Model (RCNM).

Table 4.13-5: Summary of Federal Highway Administration Roadway Construction Noise Model

Construction Equipment Source at the Phase 1 Residential Building	Distance to Nearest Sensitive Receptor	Sound Level at Residence		
		L _{max}	Acoustical Use Factor (%)	L _{eq}
Backhoe	64 feet	75.4	40	71.4
Crane	64 feet	78.4	16	70.4
Concrete Mixer Truck	64 feet	76.7	40	72.7
Concrete Saw	64 feet	87.4	20	80.4
Compressor (air)	64 feet	75.5	40	71.5
Bulldozer	64 feet	79.5	40	75.5
Excavator	64 feet	78.6	40	74.6
Front End Loader	64 feet	77.0	40	73.0
Grader	64 feet	82.9	40	78.9
Paver	64 feet	75.1	50	72.1
Roller	64 feet	77.9	20	70.9
Tractor	64 feet	81.9	40	77.9

Notes:

L_{eq} = equivalent sound level

L_{max} = maximum sound level

Source: Federal Highway Administration 2006

The construction of the entire proposed project would be conducted in four sequential phases. Each phase would consist of six separate stages, and each stage would use different pieces of construction equipment. The main noise-producing equipment for each construction stage and the approximate distance to the closest noise-sensitive receiver are shown in Table 4.13-6:

Table 4.13-6: Construction Phases Equipment and Distance to Closest Receiver

Construction Stage	Distance to Nearest Sensitive Receptor	Planned Equipment
Stage 1: Demolition	64 feet	Concrete Saw Excavator Rubber-Tired Dozer Tractor Loader Backhoe
Stage 2: Site Preparation	64 feet	Grader Tractor Loader Backhoe Excavator
Stage 3: Grading	64 feet	Concrete Saw Grader Rubber-Tired Dozer Tractor Loader Backhoe
Stage 4: Building Construction	64 feet	Crane Forklift ¹ Tractor Loader Backhoe
Stage 5: Paving	64 feet	Cement Mixer Truck Paving Equipment ² Paver Roller Tractor Loader Backhoe
Stage 6: Architectural Coating	64 feet	Air Compressor

Notes:

- Noise from a forklift is not included in the RCNM program. Therefore, the forklift was assumed to have the same noise signature as a tractor for this analysis.
 - Noise from paving equipment is not included in the RCNM program. Therefore, paving equipment was assumed to have the same noise signature as a paver for this analysis.
- RCNM = Roadway Construction Noise Model

A worst-case condition for construction activity would assume all noise-generating equipment were operating at the same time and at the same distance away from the closest noise-sensitive receiver. Using this assumption, the RCNM program calculated the following combined L_{eq} and L_{max} noise levels from each phase and stage of construction as shown in Table 4.13-7.

Table 4.13-7: Calculated Noise Level from Each Construction Stage

Construction Stage	Distance to Nearest Sensitive Receptor	Calculated L _{eq}	Calculated L _{max}
Stage 1: Demolition	64 feet	84.3 dBA	89.8 dBA
Stage 2: Site Preparation	64 feet	83.0 dBA	87.1 dBA
Stage 3: Grading	64 feet	85.0 dBA	90.3 dBA
Stage 4: Building Construction	64 feet	82.2 dBA	86.6 dBA
Stage 5: Paving	64 feet	82.0 dBA	86.2 dBA
Stage 6: Architectural Coating	64 feet	71.5 dBA	75.5 dBA

Notes:

dBA = A-weighted decibel

L_{eq} = equivalent sound level

L_{max} = maximum sound level

Although noise levels could range into the “clearly unacceptable” range as defined in Figure 4.13-2, increases in noise levels from construction activities would be temporary. The proposed project would also be in compliance with the applicable policies/regulations contained within Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]). Implementation of Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]) would provide substantial reduction in day and night construction noise and vibration levels by ensuring proper equipment use: locating equipment away from sensitive land uses; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB. To the extent that an individual project adopts and implements all feasible mitigation measures described above, construction-noise levels could be reduced by 10 dB, bringing sound levels to acceptable levels. In addition, Mitigation Measure NOI-5 would be required to ensure that a construction site notice that includes pertinent information for the public to stay informed of proposed project construction activities would be required. This construction site notice would include a phone number for the public to call where violations for noise in excess of City standards could be reported. With the implementation of Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]) and Mitigation Measure NOI-5, this impact would therefore be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure NOI-1 (PBA EIR MM 2.6-5), Mitigation Measure NOI-2, Mitigation Measure NOI-3, Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]), and Mitigation Measure NOI-5 are required.

MM NOI-2: Project Fixed-Source Noise. The noise from all mechanical equipment associated with the proposed project shall comply with Section 1207.4 of the CBC at the neighboring residential receptors. Compliance with this Code would include incorporation of shielding and/or appropriate attenuators to reduce noise from mechanical equipment.

MM NOI-3: Construction Traffic. Develop a construction plan to route trucks into the sites avoiding City streets with dense residential populations as much as possible, as approved by the City’s Engineering Division. Do not vary the construction traffic route to keep noise levels consistent throughout the construction process as much as possible. Avoiding residential streets keeps construction traffic removed from the sensitive residential receptors.

MM NOI-5: Construction Activity. In addition to the Plan Bay Area EIR Mitigation Measure 2.6-(a), post a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis

During construction of the proposed project, equipment such as cranes, excavators, graders, loaders, backhoes, and bulldozers may be used as close as 64 feet from the nearest sensitive receptor across Martin Street. Construction equipment that would be used during proposed project construction would generate vibration levels between 0.001 PPV and 0.051 PPV at 64 feet, as shown in Table 4.13-8. All the groundbourne vibration levels are below the FTA vibration threshold at which human annoyance could occur of 0.10 PPV. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. As such, implementation of the proposed project would have a less than significant impact related to vibration.

Table 4.13-8: Vibration Source Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 64 Feet	Peak Particle Velocity at 100 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Large Bulldozer	0.089	0.022	0.011	0.10	None
Loaded Trucks	0.076	0.019	0.010	0.10	None
Small Bulldozer	0.003	0.001	0.000	0.10	None
Vibratory Compactor/Roller	0.210	0.051	0.026	0.10	None

Source: FTA, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact NOI-3 For a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact Analysis

The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. The nearest airport is the San Francisco International Airport (SFO), which is located approximately 5.4 miles south of the project site. According to the General Plan, the project site is located outside of the SFO noise contour of 60 dB. Although aircraft-related noise could occasionally be audible at the project site, noise would be extremely minimal. Exterior and interior noise levels resulting from aircraft would be compatible with the proposed project. Therefore, no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

This page left intentionally blank.

4.14 POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.14.1 Environmental Setting

The City has experienced significant growth in the decades immediately following World War II. The City's population quadrupled between 1950 and 1970 with the construction of the Westlake and Serramonte subdivisions. By 1990 the population was approximately 90,000. The United States census reported the City's population as 101,123 in 2010. Although population growth is anticipated to continue, it is anticipated to do so at a modest rate, reflecting the fact that the City is largely built out (City of Daly City 2013, 2015).

According to the General Plan growth estimates, the City can expect to add about 5,265 more residents between 2010 and 2030. Based on past development trends, regional growth forecasts, and assumptions about future growth, the City will accommodate approximately 106,388 residents at buildout and increase of about 5.2 percent over the 2010 Census-determined population of 101,123. Over a 20-year period, this represents an annual growth rate of 0.3 percent (City of Daly City 2013, 2015).

The City's housing stock composition largely mirrors that of San Mateo County, with single-family homes being the majority at 65 percent. Multi-family housing represents all but 2 percent of the remaining housing stock, which is comprised of mobile homes.

The residential growth rate in the City has decreased significantly since the 1980s and 1990s, when 10-year growth rates were 8.5 percent and 7 percent, respectively. The growth rate between 2000 and 2010 was 1.5 percent. Comparatively, this is half the growth rate of San Mateo County as a whole, and the smallest growth rate in the Bay Area. The primary reason for the limited growth rate in the City, as described in the General Plan Housing Element, is the relatively limited supply of developable land, given the lack of parcels that are large enough for substantial development projects (City of Daly City 2013, 2015).

4.14.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.9 of the General Plan EIR evaluated the potential impacts related to population and housing. According to the General Plan EIR, the General Plan will increase the number of housing units as well as non-residential square footage, and subsequently jobs, within the City. Removal of existing housing units is not anticipated, and any housing

removed would be replaced through additional housing within the City. Therefore, the General Plan EIR determined impacts related to population and housing would be less than significant.

The following General Plan policies are applicable to the proposed project:

Policy LU-1: Maintain and, where possible, create larger housing sites throughout the City.

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

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to population and housing discussed in Chapter 2.3 of the Plan Bay Area EIR.

Impact 2.3-1: Displacement of Communities. The Plan Bay Area EIR analyzed the potential impacts related to residential or business disruption or displacement of existing population and housing and determined that implementation of the Plan Bay Area may result in displacement of existing residential units, necessitating construction of replacement housing. With the implementation of Mitigation Measure 2.3-1 the impact would be less than significant. Mitigation Measure 2.3-1 is not applicable to the proposed project because mitigation is being implemented throughout this SCEA to reduce potential impacts to a less than significant level.

4.14.3 Project-Specific Analysis

Impact POP-1 Induce substantial unplanned 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)?

Impact Analysis

This analysis assesses the proposed project's potential to induce substantial population growth. There are two types of population growth: direct and indirect. Direct population growth can occur from the development of new residential units. Indirect population growth can occur from the creation of new employment opportunities or the removal of a barrier to growth (e.g., the extension of urban infrastructure to an undeveloped area). The proposed project would not significantly directly or indirectly induce population growth, as explained below.

Direct Population Growth

The proposed project would result in the construction of affordable mixed-use development project comprised of 555 residential units, 726 parking spaces, a community center, and common areas/recreation areas. Currently, the Midway Village area includes approximately 150 residential units and 477 existing residents onsite. The proposed project would redevelop the Midway Village area to include 555 residential units. Consistent with the General Plan EIR assumptions, the proposed project assumed an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012). However, as a more conservative analysis, 100 percent occupancy was used. Accordingly, 555 units would result in 1,832 total residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,355 new residents.

As discussed above, the General Plan buildout estimates an increase from 101,123 to 106,388 residents by 2030 (or an increase in 5,265 residents by 2030). The residential portion of the proposed project would contribute 1,355 new residents, which would represent approximately 26 percent of the City's growth anticipated by 2030. However,

because the proposed project zoning is planned for in the General Plan, this would not represent a substantial increase in unplanned population growth. Additionally, the proposed project would not create new roads or extend utilities beyond those required for the proposed project. Therefore, implementation of the proposed project would not induce substantial growth in the area. Impacts would be less than significant.

Indirect Population Growth

The proposed project does not include any commercial space and therefore would not increase the number of employees or jobs from commercial uses. Currently, there are 31 staff members associated with the child-care and office facilities associated with the Midway Village area. Under the proposed project, approximately 15 to 20 additional staff would be needed onsite, depending on the type of special needs populations ultimately served (i.e., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility, community center, and provide property management services for the residential units in the redevelopment. It is anticipated that these 15 to 20 additional staff members would come from the local work force in the area and would not require relocation of substantial people to the area. Additionally, employees required for maintenance of the new Bayshore Park would be City employees and are not included in the estimated 15 to 20 additional staff for the remainder of the project site. Therefore, any new jobs provided by the proposed project would reasonably be expected to be filled by the existing workforce in the City and would not induce substantial indirect population growth. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis

Relocation of the existing 477 residents living onsite would be required to demolish and redevelop the Midway Village area. Relocation of the existing 477 residents would occur as new residences are constructed in each phase, until all of the existing residents are relocated into the new development. Relocation of existing residents during each phase would only occur once during redevelopment, ensuring the least amount of disruption of these residents' daily lives. Construction of the new child-care facility would occur early in the development process (Phase 2) to ensure that the students are relocated and settled as early as possible in the process. As such, although the proposed project would require relocation of the existing residents onsite, this relocation would occur within the existing project site and would not require the construction of replacement housing elsewhere. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.15 PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.1 Environmental Setting

Fire Protection

The City is served by the North County Fire Authority (NCFA), a Joint Powers Authority that serves the cities of Brisbane, Daly City, and Pacifica. The NCFA has eight stations, five of which are located in the City. The station located closest to the project site is Station 93 at 464 Martin Street located approximately 0.2 mile west of the project site.

The NCFA and its personnel provide emergency and non-emergency service to an area approximately 60 square miles with a population of more than 185,000 citizens. These services are managed through three sectors of the NCFA, including an Operations Bureau, Support Services Bureau, and the Fire Prevention and Administrative Services Bureau.

In 2017, the NCFA responded to more than 14,000 emergency and non-emergency incidents and achieved an overall 90 percent total reflex time; from receipt of call, dispatch, turnout, and travel to arrival in 7 minutes or less by a single fire company for all emergency incidents, which met the goal set by the City of a 90 percent reflex time (NCFA 2017).

Police Protection

The City of Daly City Police Department (DCPD), the largest police department in San Mateo County, provides police protection services in the City. The DCPD offices are located at 333 90th Street. The DCPD is structured into two Bureaus, including a Field Operations Bureau and Operations Support Bureau. DCPD is San Mateo County's largest police department with 111 sworn, and 43 non-sworn personnel (City of Daly City 2012). The Field Operations Bureau includes standard field operations divided into two divisions, Division A and Division B, a Bicycle Patrol Unit, a Canine Program, Gang Task Force, Police Cadet Program, and a Special Weapons and Tactics (SWAT) team. The Operations Support Bureau includes an Investigations Division and a Technical Services Division. The Investigations

Division includes Violent Crimes, Homicide, Cold Cases, Robbery, Fraud, Sex Crimes, Property Crimes, Narcotics Task Force, and Gang Intelligence Unit. The Technical Services Division includes a Communications Unit, Records Unit, and Property and Evidence Unit.

Schools

The City is served by 5 public school districts comprised of 15 elementary schools, 4 middle schools, and 6 high schools. The five districts are as follows:

- Jefferson Elementary School District serves K-8 students in the City, except for the Bayshore, Southern Hills, and Serramonte neighborhoods.
- Jefferson Union High School District serves grades 9-12 in all of the City, except for the Serramonte neighborhood.
- Bayshore Elementary School District provides K-8 services in the Bayshore Neighborhood and is comprised of one school (Garnet J. Robertson Intermediate School recently combined with Bayshore Elementary School).
- Brisbane Elementary School District serves K-8 students in the Southern Hills Neighborhood and is comprised of three schools.
- South San Francisco Unified School District serves K-12 in the Serramonte Neighborhood south of Hickey Boulevard.

Bayshore Elementary School District reported enrollment of 378 students at the Bayshore School with a total capacity for 568 students (Per Comms. Audra Pittman). This school would serve the project area. According to the California Department of Finance, overall school enrollment in San Mateo County is expected to increase by 783 students over the next decade, with approximately 70 students attributed to growth in the City (City of Daly City 2012, California Department of Finance 2018). The estimated growth rate of school-aged children between 2010 and 2030 is 0.8 percent (City of Daly City 2012).

Parks

The City is comprised of 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, the San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space southwest of the City's Bayshore neighborhood. Although the San Bruno Mountain Park is comprised of state- and county-owned lands, it is managed by the San Mateo County Division of Parks and Recreation. The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only and therefore are not open to the general public or residents of the City.

The City has six recreational facilities dispersed throughout the City, and although the City has approximately 0.26 acre of parkland per 100 du, it is below the State Recreation Commission standard of 2.6 acres of parkland per 100 du. Further, the City has 0.76 acre of parkland per 1,000 residents, which is below the National Park and Recreation Commission Standard of approximately 4 acres per 1,000 persons. To meet the minimum standard, the City would need to provide several hundred acres of additional parkland. The City's Municipal Code identifies a goal of 3 acres per 1,000 residents, which would mean the City would need to provide 15.8 acres of parkland to meet future need based on population.

Other Facilities

The City of Daly City Public Library is a member of the Peninsula Library System, which offers four locations within the City. The design, inspection and maintenance of municipal parks in the City are the responsibility of the Public Works Department, while the programming of park activities and recreation services are the responsibility of the Department of Library and Recreation Services.

4.15.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.11 of the General Plan EIR evaluated the potential impacts of future development under the General Plan on various public services including fire, police, schools, and parks. The General Plan EIR identified potentially significant impacts on public services. However, policies contained in the proposed General Plan would reduce these potential impacts on public services to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy SE-3.2: Provide for a 7-minute total reflex time for arrival of a first due company to 90 percent of all emergency incidents.

Policy SE-3.3: Provide for an 11-minute total reflex time for arrival of multiple companies to 90 percent of all structure fires.

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.

Policy RME-13: Require the dedication of parkland or the payment of an in-lieu fee in accordance with the Subdivision Map Act.

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.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to public services discussed in Chapter 2.14 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.14-1. Public Services. The Plan Bay Area EIR analyzed the potential impacts related to the need for expanding facilities to maintain adequate schools and emergency, police, fire, and park and recreation services, and determined that with the implementation of Mitigation Measure 2.14-1, the impact would be less than significant (Refer to Impact PUB-1 in Section 4.15.3, Project-Specific Analysis).

***PBA EIR MM 2.14-1:** Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include but are not limited to:*

- *Prior to approval of new development projects, local agencies shall ensure that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable*

local general plan or service master plan, through compliance with existing local policies related to minimum levels of service for schools, police protection, fire protection, medical emergency services, and other government services (e.g., libraries, prisons, social services). Compliance may include requiring projects to either provide the additional services required to meet service levels, or pay fees towards the project's fair share portion of the required services pursuant to adopted fee programs and State law.

Impact 2.14-2: Park Facilities. The Plan Bay Area EIR analyzed the potential impacts related to increased use of existing parks or recreational facilities and determined that the impact would be less than significant. No mitigation measures were identified.

4.15.3 Project-Specific Analysis

Impact PUB-1 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?

Impact Analysis

Fire Protection

Implementation of the proposed project could potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operation workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include residential housing for low income families. As addressed in Section 2, Project Description, the facility would consist of up to 555 units and is estimated to house approximately 1,832 total residents (or 1,355 new residents). As such, by generating up to 1,355 new residents, the proposed project would likely result in more service calls to the NCFA. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls as well; however, these uses are consistent with the current operation and nature of the project site. Additionally, the number and type of service calls are expected to be consistent with other residential uses located elsewhere in the City.

The project site is located within the service area of Fire Station Number 93, which is approximately 0.2 mile west of the project site. Although the NCFA is not currently meeting its primary response time objective, based on the relatively shorter distance to the project site, it is anticipated that NCFA would be able to respond to the site within the NCFA response goal without the need for new or expanded facilities. Given the infill nature of the proposed project and its location to existing stations, the proposed project would not indirectly result in future environmental impacts from construction or expansion of facilities as confirmed during consultation with NCFA (Per comms. Shane Lauderdale). In addition, the proposed project zoning is planned for within the General Plan, and this would not represent a substantial increase in unplanned population growth. However, the high number of service calls typically associated with low income housing facilities could still impact NCFA response times to other emergencies within its service area.

Generally, the risk of structural fires on the project site would be low, as the buildings, structures, and facilities developed on the project site would be constructed with newer, flame retardant building materials using modern construction methods. All structural improvements constructed on the site would comply with the standards contained in the current California Fire and Building Codes. In addition, the NCFB Fire Prevention Bureau would review the proposed project's development plans during the proposed project's planning and design phase and would inspect the project site during the construction phase to ensure that all new improvements meet state and local Building and Fire Code requirements. Further, once operational, the proposed project would be subject to the NCFB building inspection program, which would ensure compliance with applicable state and local standards, including requirements for emergency access. Finally, the project site is not located in a high-risk area for wildfires.

To help offset the construction of facilities, the procurement of equipment, and the hiring of additional personnel, the NCFB collects mandatory fees on new development projects, which would be implemented through Mitigation Measure PUB-1 (PBA EIR MM 2.14-1). As part of the proposed project's entitlement process, the proposed project would be responsible for paying its fair share of these impact fees required by the NCFB and Mitigation Measure PUB-1 (PBA EIR MM 2.14-1); therefore, the proposed project would have a less than significant impact on fire protection services with mitigation incorporated.

Police Protection

The proposed project would potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operational workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include residential units for low income families and would generate approximately 1,355 new residents. In addition, the proposed project zoning is planned for within the General Plan, and this would not represent a substantial increase in unplanned population growth. As such, by generating up to 1,355 new residents, the proposed project would likely result in more service calls to the DCPD, although possibly not to the same extent as traditional single-family residential units. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls; however, these uses are consistent with the current operation and nature of the project site. Additionally, the number and type of service calls are expected to be consistent with other commercial uses located elsewhere in the City.

The project site is already located within the DCPD's service area and is currently served by the Police Station located at 333 90th Street, approximately 3.3 miles southwest of the project site. DCPD's average response time for priority-one calls was 7 minutes from the time the dispatcher received the call to when the police arrived. The average response time between the police receiving notice from the dispatcher to police arrival was 4 minutes, though the Department does not have a formally adopted response time standard (City of Daly City 2012). Given that the proposed project is promoting infill development along transit corridors in the City, this will lead to shorter response times; the existing project area is currently patrolled by the DCPD. Since the Department is already meeting its response time goal, DCPD would be capable of continuing to respond to the site within its established response time standard without the need for new or expanded facilities.

As part of proposed project approval, the DCPD would review and comment on the site plan as it relates to access and egress that are designed to enhance safety on the project site and reduce crime, and Mitigation Measure PUB-1 (PBA EIR MM 2.14-1) would ensure that, prior to the approval of the proposed project, sufficient police protection services would be available to meet or satisfy service level ratios, or payment of fees towards police protection services would be required. Therefore, impacts associated with DCPD facilities would be less than significant with mitigation incorporated.

Schools

The Bayshore School currently has an existing enrollment of approximately 378 students and can serve up to 568 students (Per Comms. Audra Pittman 2018). Based on the General Plan estimated growth rate of students of 0.8 percent between 2010 and 2030, even if the student population were to increase by 0.8 percent (presumably coming from the proposed project) that would equal approximately 39 additional students. These 39 students would not exceed the capacity of 190 additional students. Additionally, the proposed project would be required to pay statutory developer fees under SB 50 and as further required through Plan Bay Area Mitigation Measure 2.14-1. The payment of SB 50 impact fees is full mitigation for school facilities under CEQA, and levels of Applicant fee contribution are determined by the State Allocation Board and increase annually. Currently, SB 50 requires developers to pay \$2.97 per sf of new residential development. Therefore, because the proposed project would pay the required SB 50 developer fees, also required through Mitigation Measure 2.14-1, a less than significant impact with mitigation would occur regarding school facilities and services.

Additionally, the other proposed non-residential land uses on the project site are not anticipated to trigger a substantial increase in the school population because it is anticipated that the temporary and permanent employees required by the proposed project could come from the City and county without the need for relocation of employees and their families. Thus, the proposed project would not result in the construction of new or the expansion of existing school facilities.

Parks

The City's Municipal Code requires parkland dedication at a ratio of three acres per 1,000 residents. There are 13 municipal parks and 12 tot lots in the City, totaling 82.95 acres of developed public recreational space, which works out to only approximately 0.82 acre per 1,000 residents. School playgrounds provide additional recreational open space opportunities; however, they are not included in the acreage because they are owned and regulated by their respective school districts and are only available during limited periods of time.

This parkland to population ratio also does not take into account the numerous regional park facilities accessible to residents. San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. The largest regional park near the project area is the John McLaren park which is located approximately 0.68-mile northwest. The abundance of regional open space around the City indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City would need to provide 15.8 acres of parkland to meet future need resulting from the additional population (without ameliorating existing deficiencies). The residential component of the proposed project would accommodate approximately 1,832 residents (1,355 new residents). To meet this demand, the General Plan policies have been adopted to ensure that adequate parks and recreational facilities are provided to accommodate the increase in new residents. During the proposed project's entitlement process, the Applicant would coordinate with the City regarding the collection of fees in accordance with AB 1600 prior to operation of the proposed project and occupancy of the facility. Because the proposed project would increase the number of residents in the area, increase the demand on park facilities, and temporarily remove the existing Bayshore Park from operation, a potentially significant impact would occur. Bayshore Park would be relocated within the proposed project area and is estimated to include up to 3.5 acres. According to the City's Comprehensive Biennial Operating and Capital Budget, the Bayshore Park Rehabilitation is included in the City's future capital improvement plans for redevelopment. Approximately \$500,000 in funds for the Park is included in this capital improvement plan in 2021, and \$2,000,000 in funds is included in 2022

(City of Daly City 2019). Thus, the funds for the rehabilitation of Bayshore Park are included in the City's planning documents, and the rehabilitation of the Park would likely be after construction of the residential portion of the proposed project is complete. However, even with the rehabilitation of Bayshore Park, the City's parkland dedication ratio would not be met, and the addition of approximately 1,355 new residents to the area would further increase the demand on parkland facilities in the area. To adhere to the City's code requirement, the Applicant would be required to pay in-lieu impact fees for the procurement and development of new parklands. Therefore, because Bayshore Park would be restored according to the City's capital improvement plan, with payment of in-lieu impact fees, impacts related to parkland ratios would be less than significant.

Other Public Facilities

The design, inspection and maintenance of municipal parks in the City are the responsibility of the City of Daly City's Public Works Department, while the programming of park activities and recreation services are the responsibility of the Department of Library and Recreation Services. The Daly City Public Library is a member of the Peninsula Library System, which offers four locations within the City. The closest location is the Bayshore Branch located at 460 Martin Street, approximately 0.18 mile west of the project site. The proposed project's generation of approximately 1,355 new residents would not affect the City's ability to provide library space. Thus, the proposed project would not result in the construction of new library branches or the expansion of existing branches. Therefore, impacts associated with other public facilities such as public libraries would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure PUB-1 (PBA EIR MM 2.14-1) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

This page left intentionally blank.

4.16 RECREATION

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.1 Environmental Setting

The parklands of the City include 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space southwest of the City’s Bayshore neighborhood. Although San Bruno Mountain Park is state- and county-owned land, it is managed by the San Mateo County Division of Parks and Recreation. Further, Thornton Beach State Park also provides an overlook near Highway 1 at the end of John Daly Boulevard; however, this park has largely been inaccessible due to landslides.

The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only; therefore, they are not open to the general public or residents of the City.

The City has six recreational facilities dispersed throughout the City, and, although the City has approximately 0.26 acre of parkland per 100 du, it is below the State Recreation Commission standard of 2.60 acres of parkland per 100 du. Further, the City has 0.76 acre of parkland per 1,000 residents, which is below the National Park and Recreation Commission Standard of approximately 4.00 acres per 1,000 persons.

To meet the minimum standard, the City would need to provide several hundred acres of additional parkland. The City’s Municipal Code identifies a goal of 3.0 acres per 1,000 residents, which would mean that the City would need to provide 15.8 acres of parkland to meet future needs, based on population growth.

4.16.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.11 of the General Plan EIR evaluated the potential impacts of future development under the General Plan on recreational resources. The General Plan EIR identified potentially significant impacts on recreation. However, existing federal, state, and local laws, as well as policies contained in the proposed General Plan, would reduce potential impacts on recreational resources to less than significant levels.

The following General Plan policies are applicable to the proposed project:

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.

Policy RME-13: Require the dedication of parkland or the payment of an in-lieu fee in accordance with the Subdivision Map Act.

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.

Plan Bay Area EIR Summary

Chapter 2.14 of the Plan Bay Area EIR discusses potential impacts on recreation resources. As discussed in the Plan Bay Area EIR, while land use development projects could increase demand on recreational services, land use and public parks development is managed at the local level. Projects would be required to comply with local General Plan elements, which regulate recreational resources. Therefore, the Plan Bay Area EIR determined impacts to recreational resources would be less than significant and no mitigation measures were identified.

4.16.3 Project-Specific Analysis

Impact REC-1 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?

Impact Analysis

The City's Municipal Code identifies a goal of 3.0 acres per 1,000 residents and is currently not meeting this goal. The proposed project's generation of up to 1,355 new residents would potentially further adversely affect the City's ability to maintain its parkland standard because these additional residents would require an additional 3.47 acres of parkland in order to meet the City's Municipal Code goal.

The proposed project would include onsite passive recreation and open space amenities for use by residents and tenants. These onsite amenities would include passive recreation areas, including pedestrian paths and sidewalks that would connect the project site to the City's sidewalk system. Approximately 26,404 sf of common open space would be dedicated to providing open outdoor space. The proposed project open space would consist of a mixture of outdoor dining areas, courtyards, gardens, exercise decks, and multi-use lawns, and play areas. These onsite recreational areas would help alleviate the strain on recreational resources and parklands within the City; however, even with these additional recreational and open space areas, the City's parkland standard would not be met. To meet the City's parkland standard, the General Plan policies have been adopted to ensure adequate parks and recreational facilities are provided to accommodate the increase in new residents. During the proposed project's entitlement process, the Applicant would coordinate with the City regarding the collection of fees in accordance with AB 1600 prior to operation of the proposed project and occupancy of the facility.

Further, the existing Bayshore Park would be relocated within the project area. As such, Bayshore Park would be temporarily taken out of service and would not be available to the public during park construction activities, thus further exacerbating the City's parkland goal of 3.0 acres per 1,000 residents. As discussed under Section 3.14, Public Services, according to the City's Comprehensive Biennial Operating and Capital Budget, the Bayshore Park rehabilitation is included in the City's future capital improvement plans for redevelopment in 2021 and 2022, the exact timing of which will be adjusted based on the availability of the new Park location, but nevertheless is being planned for redevelopment after the residential portion of the proposed project is complete. Therefore, it is unlikely that

Bayshore Park would remain out of service for extended periods of time and would be restored to an existing public park in the area. This would be a temporary impact that would be resolved over time.

Therefore, with adherence to applicable City Codes and regulations, General Plan policies, and payment of in-lieu fees related to parklands, the proposed project impacts associated the physical deterioration of existing parks or other recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact REC-2 Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Impact Analysis

The proposed project would include passive recreation and open space totaling approximately 26,404 sf of common areas in addition to the relocated Bayshore Park within the project site. These passive areas and open space would be accessible to onsite users, and Bayshore Park would continue to operate as a public park once redeveloped by the City. The potential environmental effects of the planning, construction, and operation of the proposed project, as a whole, including these recreational facilities, are being identified and evaluated as part of the SCEA. This SCEA addresses the potential adverse environmental impacts that could occur as a result of implementation of the proposed project, and where applicable and feasible, identifies recommended mitigation measures that would reduce impacts to acceptable levels of significance. No additional environmental effects would occur beyond those that have already been identified as part of this proposed project analysis, and no additional mitigation is required as a result of the proposed project's inclusion of passive recreational and open space areas on the project site. Therefore, impacts associated with adverse environmental impacts of recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.17 TRANSPORTATION

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.17.1 Environmental Setting

This section of the SCEA is based on the Final Transportation Impact Analysis prepared for the proposed project by Hexagon Transportation Consultants, Inc., dated October 8, 2019 (see Appendix I).

Study Area

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, bicycle and pedestrian facilities, and transit service.

Existing Roadway Network

The existing roadways in the project site vicinity are U.S. 101, Geneva Avenue, Bayshore Boulevard, Guadalupe Canyon Parkway, Carter Street, Martin Street, Linda Vista Drive, Schwerin Street, and Partridge Street. These roadways are described below.

U.S. Highway 101 (U.S. 101) near the project site is a limited-access 8- to 10-lane freeway that connects Brisbane and the Peninsula with San Francisco and Marin Counties to the north and San Jose to the south. U.S. 101 provides direct access to the project site to and from the north at the Bayshore Boulevard interchange located approximately 1 mile north of the site. Access to and from the south is provided via interchanges at Beatty Avenue and Lagoon Road, and via ramps at Sierra Point Parkway and Bayshore Boulevard/Airport Parkway approximately 3 miles south of the site.

Geneva Avenue is a four-lane, east-west primary arterial in the vicinity of the project site. It begins at Bayshore Boulevard and ends at Ocean Avenue in San Francisco. It has a center left-turn lane and parking on both sides between Schwerin Street and Bayshore Boulevard in the vicinity of the project site. It provides direct access for various commercial uses and surrounding residential properties. Access to Geneva Avenue from the project site is provided primarily via Schwerin Street. There's a mix of Class II and Class III bike facilities on Geneva Avenue between Ocean Avenue and Bayshore Boulevard.

Bayshore Boulevard is a four-lane, north-south primary arterial with Class II bike lanes on both sides in the vicinity of the project site. It parallels U.S. 101 between Caesar Chavez Boulevard in San Francisco and South San Francisco, where it becomes Airport Boulevard. It provides a direct connection to the Third Street corridor in San

Francisco and also serves the surrounding light industrial and residential uses. Access to Bayshore Boulevard from the project site is provided via Geneva Avenue, Linda Vista Drive, and Main Street.

Guadalupe Canyon Parkway is a four-lane, east-west secondary arterial in the vicinity of the project site. It begins at Bayshore Boulevard and runs westerly through the San Bruno Mountains where it connects with East Market Street to the east. Access to the site would be provided via Carter Street and Martin Street. It also provides access to some office and residential land uses in the City of Brisbane.

Carter Street is a two-lane, north-south collector street in the vicinity of the project site. It begins at Geneva Avenue in the north and ends at Guadalupe Canyon Parkway in the south. It provides direct access to the surrounding residential properties. Access to Carter Street from the project site would be provided via Martin Street.

Martin Street is a two-lane, east-west local roadway that directly borders the site at its southern end. It begins in the east near the eastern boundary of the project site and ends at Carter Street in the west, where it becomes Martin Trail. It would provide direct access to the site via a new driveway. As part of the City's planned improvements, Martin Street would be extended easterly from its current eastern end to intersect with Linda Vista Drive, providing project site access to Bayshore Boulevard.

Linda Vista Drive is a two-lane local roadway with parking on both sides in the vicinity of the project site. It extends from Main Street at the east end to Schwerin Street at its west end, where it becomes Bay Ridge Drive. It provides direct access to the surrounding land uses.

Schwerin Street is a two-lane, north-south local street with parking on both sides in the vicinity of the project site. Schwerin Street borders the western boundary of the site and would provide direct access to the site via the extension of Partridge Street and a new driveway between Partridge Street and Martin Street.

Partridge Street is a two-lane, east-west local street with parking on both sides in the vicinity of the project site. Partridge Street is proposed to be extended eastward to connect to the site via a new driveway; this portion of Partridge Street will be privately maintained.

Alternative Transportation Modes

Existing Bicycle and Pedestrian Facilities

There are existing Class II bicycle lanes on Geneva Avenue and Bayshore Boulevard in the vicinity of the project site. Carter Street between Geneva Avenue and Guadalupe Canyon Parkway, Martin Street between Carter Street and Schwerin Street, and Schwerin Street along the site frontage between Martin Street and Geneva Avenue, are all existing Class III bike routes. The City of Brisbane has "unclassified On-Street" improvements planned for Guadalupe Canyon Parkway. Class II bicycle lanes are also planned along the planned Geneva Avenue extension east of Bayshore Boulevard. Pedestrian facilities in the area include sidewalks along streets, curb ramps and crosswalks at intersections, pedestrian signals at controlled locations, and pedestrian paths. Direct pedestrian access to the site is provided by sidewalks along the site frontage on Schwerin Street and Martin Street. Pedestrian facilities in the project area consist of sidewalks along Geneva Avenue, Schwerin Street, Partridge Street, and Martin Street. Bayshore Boulevard has no sidewalks south of Geneva Avenue, nor on the east side north of Geneva Avenue. According to the Daly City Pedestrian Master Plan, pedestrian access improvements are proposed at various crossings along Geneva Avenue.

Existing Transit Services

Existing transit service to the study area is provided by the MUNI, SamTrans, Caltrain, and BART.

MUNI

MUNI provides bus service near the project site via Route 9, which travels between Daly City and San Francisco. The closest MUNI bus stop to the project site is located on Schwerin Street at MacDonalds Avenue, approximately 0.30 mile north of the site.

SamTrans

SamTrans provides bus service on school days near the project site on Geneva Avenue via Routes 24 and 29. Route 29 has one daily eastbound AM departure and one daily westbound PM departure. The closest bus stop from the project site is located on Geneva Avenue at the intersection with Schwerin Street, approximately 0.25 mile from the site. Route 292, and express route, runs on Bayshore Boulevard, located approximately 1.5 mile away. SamTrans Route 397 provides limited overnight “night owl” service between downtown San Francisco and the Palo Alto transit center, with service to San Francisco International Airport. Connections are provided to AC Transit and Golden Gate Transit from the San Francisco terminus. From the Palo Alto transit center, connections are provided to VTA. The route serves Daly City, with the stop at the intersection of Bayshore Boulevard and Geneva Avenue, located approximately 0.65 miles away.

The Daly City Bayshore Shuttle operated by SamTrans provides free shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a connection to the Balboa BART station on weekdays. The shuttle has a stop immediately fronting the site, at the Schwerin Street/Martin Street intersection. The Bayshore/Brisbane Commuter Shuttle is a free service that runs between the Bayshore Caltrain Station and the Brisbane–Crocker Industrial Park area during commute hours on weekdays. The closest stop for the shuttle is on Bayshore Boulevard near Geneva Avenue.

The Bayshore/Brisbane Senior Shuttle is operated by SamTrans and the San Mateo County Transportation Authority. It operates similar to a paratransit service except that it circles on a fixed route between Bayshore Caltrain Station and South San Francisco (with connections to other SamTrans bus routes) until it receives a call to book a trip.

Caltrain

The Caltrain station nearest to the project site is the Bayshore Station, which is located approximately 1.5 miles from the project site, on Tunnel Avenue at the border of Brisbane and San Francisco.

BART

The nearest BART station is the Balboa BART station, located approximately 2.25 miles northwest of the project site. Trains run on approximately 15-minute headways during commute hours.

Analysis Scenarios

Traffic conditions at the study locations were analyzed for the weekday AM and PM peak hours that are typically between 7:00 AM and 9:00 AM for the AM peak hours and between 4:00 PM and 6:00 PM for the PM peak hours. These periods represent the most congested traffic conditions on the surrounding street network during a typical weekday. The following scenarios were analyzed:

- Existing Conditions.

- Existing Plus Project Conditions.
- Cumulative No Project Conditions.
- Cumulative Plus Project Conditions.

Existing Levels of Service and Signal Warrants

Existing Levels of Service

Table 4.17-1 identifies existing levels of service at the intersections surrounding the project area for both signalized and unsignalized intersections. As shown in the table, measured against the City of Daly City, City of Brisbane and San Mateo County Congestion Management Program (CMP) LOS standards, all of the signalized study intersections currently operate at an acceptable LOS during the AM and PM peak hours. All of the unsignalized study intersections currently operate at LOS B or better during the AM and PM peak hours.

Table 4.17-1: Existing Intersection Level of Service

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Average Delay ²	LOS ³
City of Daly City Intersections						
1	Carter Street and Martin Street	Signal	AM PM	D D	6.7 4.6	A A
2	Carter Street and Guadalupe Canyon Parkway	Signal	AM PM	D D	15.5 13.2	B B
3	Schwerin Street and Geneva Avenue	Signal	AM PM	D D	8.3 10.5	A B
4	Schwerin Street and Otilia Street	AWSC	AM PM	D D	8.1 7.6	A A
5	Schwerin Street and Partridge Street/Project Driveway	AWSC	AM PM	D D	7.6 7.6	A A
6	Schwerin Street and Martin Street	AWSC	AM PM	D D	7.4 7.4	A A
8	Bayshore Boulevard and Geneva Avenue ⁴	Signal	AM PM	D D	13.1 15.5	B B
11	Schwerin Street and Project Driveway (New Street A)	SSSC	AM PM	D D	- -	- -
12	Project Driveway (New Street B) and Martin Street	SSSC	AM PM	D D	- -	- -
13	Linda Vista Drive and Martin Street (planned) ⁵	SSSC	AM PM	D D	- -	- -
City of San Francisco Intersections						
7	U.S. 1010 southbound off-ramp and Bayshore Boulevard	Signal	AM PM	n/a ⁶ n/a ⁶	22.7 20.3	C C
City of Brisbane Intersections						
9	Bayshore Boulevard and Main Street	SSSC	AM PM	D D	0.6 / 13.3 0.6 / 13.3	A / B A / B

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Average Delay ²	LOS ³
10	Bayshore Boulevard and Guadalupe Canyon Parkway	Signal	AM	D	25.3	C
			PM	D	15.1	B

Notes:

AWSC= All Way Stop Control

CMP = Congestion Management Program

HCM = Highway Capacity Manual

LOS = level of service

U.S. 101 = U.S. Highway 101

SSSC= Side Street Stop Control

¹ There is no official LOS standard for unsignalized (AWSC and SSSC) intersections except in the City of Brisbane, which uses standard LOS D for unsignalized intersections.

² Signalized intersection LOS and delays reported are for average control delay per vehicle. The intersection LOS and delays reported for the AWSC intersections pertain to overall average delay. SSSC intersection LOS and delays are reported for both the overall average delay/the approach with highest delay.

³ LOS was calculated based on the HCM methodology using Synchro software.

⁴ The Bayshore Boulevard and Geneva Avenue intersection operates under jurisdictions of The cities of Daly City and Brisbane and San Mateo County (CMP). The CMP LOS standard at the intersection is LOS E.

⁵ The planned intersection is assumed as SSSC, per the assumption in the Martin Street Residential Traffic Impact Analysis.

⁶ The intersection of U.S. 101 southbound ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an Infill Opportunity Zone.

Source: Hexagon Transportation Consultants 2019

4.17.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.12 of the General Plan EIR discusses potential impacts related to traffic and circulation. The General Plan EIR determined that future development would increase regional traffic and affect the LOS of certain intersections, resulting in a significant and unavoidable impact. Future development would not conflict with the standards of the San Mateo and San Francisco CMP or other adopted transportation-related plans, ordinances, programs, and policies; therefore, impacts would be less than significant.

The following General Plan policies would be applicable to the proposed project:

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.

Policy CE-18: Continue to install bicycle facilities throughout the City in accordance with the Bicycle Master Plan.

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.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to transportation discussed in Chapter 2.1 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.1-1: Commute Travel Time. The Plan Bay Area EIR analyzed the potential impacts related to per-trip travel time for commute travel and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-2: Non-Commute Travel Time. The Plan Bay Area EIR analyzed the potential impacts related to per-trip travel time for non-commute travel and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-3: Increase in Vehicle Miles Traveled (VMT) and LOS. The Plan Bay Area EIR analyzed the potential impacts related to a substantial increase in per capita vehicle miles traveled (VMT) on facilities experiencing LOS F compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole, and determined with the implementation of Mitigation Measures 2.1-3-3(a) and 2.1-3-3(b) impacts would be less than significant. These mitigation measures are not applicable to the proposed project because the proposed project would not substantially increase VMT or degrade LOS.

Impact 2.1-4: Increase in VMT. The Plan Bay Area EIR analyzed the potential impacts related to a substantial increase in per capita VMT compared to existing conditions and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-5: Regional Transit. The Plan Bay Area EIR analyzed the potential impacts related to an increased percent utilization of regional transit supply resulting in an exceedance of transit capacity at AM peak hours, at PM peak hours, or for the day, and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-6: Movement of Goods through the Bay Area Region. The Plan Bay Area EIR analyzed potential impacts related to the movement of goods in the Bay Area Region and determined future development would not cause significant disruption of goods movement into or through the Bay Area region, and impacts would be less than significant. No mitigation measures were identified.

Impact 2.1-7: Construction Traffic. The Plan Bay Area EIR analyzed the potential impact related to disruption from the ongoing operations of the applicable regional or local area transportation system because of construction activities and determined that with the implementation of Mitigation Measure 2.1-7 impacts would be less than significant (Refer to Impact TRANS-1 in Section 4.17.3, Project-Specific Analysis).

PBA EIR MM 2.1-7: Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following:

- *prepare a transportation construction plan for all phases of construction;*
- *establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project;*
- *identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects;*
- *identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists;*

- *identify appropriate detour routes for bicycles and pedestrians in areas affected by construction;*
- *coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users;*
- *preserve emergency vehicle access;*
- *implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts);*
- *provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions;*
- *provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and*
- *encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site.*

4.17.3 Project-Specific Analysis

Impact TRANS-1 Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis

The proposed project would require demolition, site preparation, and construction in phases, with each of these activities occurring in each phase. Tables 2.4-1 through 2.4-4 show the anticipated phased construction schedule based on the assumption that construction would begin in 2021, and it is estimated all phases would be completed by 2026 (6 years of construction are anticipated); however, construction may extend up to 15 years due to market conditions. The proposed project would generate traffic through the transport of workers, equipment, and materials to and from the project site. Demolition, grading, and construction workers required for each phase of the proposed project would fluctuate between 15 and 75 workers per day with an average of 35 workers per day. Construction equipment and materials would be stored onsite. Typically, project demolition, grading, and construction activities would be limited to the daytime hours between 7 AM and 9 PM; however, some nighttime work and work on the weekends may occur. The project construction activities would be compliant with the City's Municipal Code Section 9.22.030, which states that between the hours of 10 PM and 6 AM, no person shall cause, create, or permit any noise that may be heard beyond the confines of the property of origin. Implementation of Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) would be required to reduce potential impacts during construction.

The proposed project's operational trip generation during the weekday AM and PM peak hours are presented in Table 4.17-2. Trip generation estimates were based on the net increase in development, which is an increase of 416 du and 15 daycare center students. While the proposed project would add 405 additional units (proposed unit count is 555 and existing is 150 units), the traffic analysis conservatively analyzed 416 units which is greater than the proposed increase in units. Accordingly, based on the Institute of Transportation Engineers (ITE's) trip generation rates, the proposed project would generate 3,106 net new daily vehicle trips, with 203 net new trips occurring during the AM peak hour and 245 net new trips occurring during the PM peak hour.

Table 4.17-2: Proposed Project Trip Generation

ITE Code	Description	Quantity	Daily Rate	Trips						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
220	Residential	416 units	7.32	3,045	44	147	191	147	86	233
565	Child-Care Center	15 students	4.09	61	6	6	12	6	6	12
Total				3,106	50	153	203	153	92	245

Note:

ITE = Institute of Transportation Engineers

Source: Hexagon Transportation Consultants 2019

Existing Plus Project Impacts

Intersection Levels of Service

This analysis assumes that the roadway network and the study intersection lane configurations under existing plus proposed project conditions would be the same as those described under existing conditions, with the exception of inclusion of the planned extension of Martin Street to Linda Vista Drive. Table 4.17-3 compares existing LOS at both the signalized and unsignalized intersections surrounding the project area. As shown in the table, all of the signalized study intersections would operate at an acceptable LOS under existing plus proposed project conditions during the AM and PM peak hours. Similarly, all of the unsignalized study intersections would operate at overall LOS A under existing plus proposed project conditions during the AM and PM peak hours. All of the side-street-stop-controlled intersections would operate at LOS B or better on the worst approach in all cases. Therefore, the proposed project would result in a less than significant impact.

Table 4.17-3: Existing Plus Proposed Project Intersection Levels of Service

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Existing		Existing + Proposed Project		
					Average Delay ²	LOS ³	Average Delay ²	LOS ³	Increase in Average Delay
City of Daly City Intersections									
1	Carter Street and Martin Street	Signal	AM	D	6.7	A	6.8	A	0.1
			PM	D	4.6	A	4.7	A	0.1
2	Carter Street and Guadalupe Canyon Parkway	Signal	AM	D	15.5	B	15.8	B	0.3
			PM	D	13.2	B	13.3	B	0.1
3	Schwerin Street and Geneva Avenue	Signal	AM	D	8.3	A	9.0	A	0.7
			PM	D	10.5	B	11.4	B	0.9
4	Schwerin Street and Ottilia Street	AWSC	AM	D	8.1	A	9.0	A	0.9
			PM	D	7.6	A	8.2	A	0.6
5	Schwerin Street and Partridge	AWSC	AM	D	7.6	A	8.3	A	0.7
			PM	D	7.6	A	9.3	A	1.7

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Existing		Existing + Proposed Project		
					Average Delay ²	LOS ³	Average Delay ²	LOS ³	Increase in Average Delay
	Street/Project Driveway								
6	Schwerin Street and Martin Street	AWSC	AM PM	D D	7.4	A	7.4	A	0.0
					7.4	A	7.4	A	0.0
8	Bayshore Boulevard and Geneva Avenue ⁴	Signal	AM PM	D D	13.1	B	13.8	B	0.7
					15.5	B	15.9	B	0.4
11	Schwerin Street and Project Driveway (New Street A)	SSSC	AM PM	D D	-	-	0.5 / 9.6	A / A	-
					-	-	0.5 / 9.7	A / A	-
12	Project Driveway (New Street B) and Martin Street	SSSC	AM PM	D D	-	-	4.4 / 8.9	A / A	-
					-	-	1.9 / 8.9	A / A	-
13	Linda Vista Drive and Martin Street (planned) ⁵	SSSC	AM PM	D D	-	-	2.4 / 9.3	A / A	-
					-	-	1.0 / 9.6	A / A	-
City of San Francisco Intersections									
7	U.S. 1010 southbound off-ramp and Bayshore Boulevard	Signal	AM PM	n/a ⁶ n/a ⁶	22.7	C	23.5	C	0.8
					20.3	C	20.5	C	0.2
City of Brisbane Intersections									
9	Bayshore Boulevard and Main Street	SSSC	AM PM	D D	0.6 / 13.3	A / B	1.0 / 14.1	A / B	0.4 / 0.8
					0.6 / 13.3	A / B	0.8 / 10.4	A / B	0.2 / 0.1
10	Bayshore Boulevard and Guadalupe Canyon Parkway	Signal	AM PM	D D	25.3	C	25.7	C	0.4
					15.1	B	15.1	B	0.0

Notes:

AWSC= All Way Stop Control
 CMP = Congestion Management Program
 LOS = level of service
 SSSC = Side Street Stop Control
 U.S. 101 = U.S. Highway 101

1. There is no official LOS standard for unsignalized (AWSC and SSSC) intersections, except in the City of Brisbane, which uses standard LOS D for unsignalized intersections.
2. Signalized intersection LOS and delays reported are for average control delay per vehicle. The intersection LOS and delays reported for the AWSC intersections pertain to overall average delay. SSSC intersection levels of service and delays are reported for both the overall average delay/the approach with highest delay.
3. LOS was calculated based on the HCM methodology using Synchro software.
4. The Bayshore Boulevard and Geneva Avenue intersection operates under jurisdictions of Daly City, Brisbane and County (CMP). The CMP LOS standard at the intersection is LOS E.
5. The planned intersection is assumed as SSSC, per the assumption in the Martin Street Residential Traffic Impact Analysis.
6. The intersection of U.S. 101 southbound ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an Infill Opportunity Zone.

Source: Hexagon Transportation Consultants 2019

Traffic Signal Warrant Analysis

The City and San Mateo County CMP do not have a LOS threshold of significance for unsignalized intersections. The City of Brisbane does have a LOS threshold of significance for unsignalized intersections. However, the only unsignalized study intersection located in Brisbane is the side-street-yield-controlled intersection at Bayshore Boulevard and Main Street, which would operate at LOS A overall and LOS B on the minor street approach under both existing conditions and existing conditions plus proposed project conditions. Based on the signal warrant analysis, none of the study intersections currently meet or would meet the peak-hour volume signal warrant under any scenarios in both the AM and PM peak hours. Therefore, the impact would be less than significant.

Vehicle Queuing Analysis

There are no established thresholds under CEQA or policy adopted by the City for determining significance impacts for vehicle queuing. However, vehicle queuing was evaluated for the westbound left turn movement at the intersection of Schwerin Street and Geneva Avenue. Based on the analysis, under existing and existing plus proposed project conditions, the estimated maximum westbound left-turn vehicle queues of 100 feet in the AM peak hour and 150 feet in the PM peak hour would not exceed the 160-foot vehicle storage capacity. The qualitative evaluation concluded that due to the low ambient traffic volumes on Schwerin Street and Martin Street, estimated maximum inbound and outbound vehicle queues at the site driveways would rarely exceed one or two vehicles. Therefore, this impact would be less than significant.

Pedestrian and Cyclists Analysis

Development of the proposed project may incrementally contribute to increased demand for facilities to serve pedestrians, cyclists and transit riders in the City. The project site is located within a Priority Development Area as identified by ABAG (Bayshore [Daly City]), and the project site is located within a Transportation Priority Area as identified by ABAG and Daly City with accessibility being a key defining factor for these areas.

Existing pedestrian activity at the project site can be described as moderate to heavy. Pedestrian volume at the Schwerin Street/Geneva Avenue intersection is 100 or more pedestrian crossings per hour. Pedestrian volumes at the Schwerin Street/Ottolia Street intersection range between 30 and 90 pedestrian crossings per hour, with the higher number occurring during the morning at the start of school at the Bayshore School. The proposed project would include a high-visibility crosswalk on every approach. The east-west fire lane on Midway Drive would also serve as a pedestrian path.

According to the General Plan, approximately 1 percent of the proposed project's users could be expected to commute to and from the project site via bike. For the proposed project, this would equate to approximately one or two new bike trips during each of the AM and PM peak hours. The low volume of bicycle trips generated by the proposed project would not exceed the bicycle-carrying capacity of the streets surrounding the site, and the increase in bicycle trips would not, by itself, require new offsite bicycle facilities. In addition, the proposed project would include bicycle storage and types of bicycle parking spaces (e.g. short-term vs. long-term, racks vs. lockers) to meet the City's Municipal Code requirements, at a minimum.

The nearest bus service is provided by SamTrans Routes 24 and 29, with bus stops located about 0.25 mile from the project site. According to the U.S. Census, bus trips comprise approximately 11 percent of the total commute mode share in the City. For the proposed project, this would equate to 22 new transit trips during the AM peak hour and 27 new transit trips during the PM peak commute hour. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. While the proposed project would not create a significant impact to transit operations, as part of the proposed project's enhancement to the site's frontage along Schwerin Street, the

proposed project may consider installing a bus shelter or bench. Providing an upgrade to the shuttle stop, be it a bench or shelter, would encourage transit usage.

According to the CEQA Guidelines, a project would create an impact to bicycle, transit or pedestrians on the transportation system if it: (1) conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, bicycle and pedestrian facilities; or (2) substantially increases hazards due to a geometric design feature; or (3) would create demand in excess of capacity. The proposed project would not alter any existing or planned offsite bicycle, pedestrian, or transit facilities, nor would it create demand in excess of capacity. Therefore, the proposed project would result in a less than significant impact to bicycle, pedestrian, or transit operations in the study area.

Travel Demand Management (TDM) Plan

In accordance with the CMP requirements, the proposed project is proposing to implement Travel Demand Management (TDM) measures to reduce the demand for net new peak-hour trips generated by the proposed project. Note that the trip credits applied were part of City/County Association of Governments (C/CAG) scoring system and does not imply that after all the TDM measures are in place, the proposed project would generate zero net traffic. The total number of trip credits earned through the proposed project's TDM plan are required to total, if not exceed, the number of net new AM or PM peak-hour trips (whichever is greater) generated by the proposed project. Based on the trip generation estimates, the proposed project is expected to generate 203 AM peak hour trips and 245 PM peak hour trips. The proposed project's TDM plan would therefore be required to provide at least 245 C/CAG trip credits. Mitigation Measure TRANS-2 would ensure that the proposed project would implement San Mateo County CMP-approved TDM measures in order to meet the CMP TDM requirement of 245 trip credits.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) and Mitigation Measure TRANS-2 are required.

MM TRANS-2: Travel Demand Management Plan. Prior to the issuance of building permits, the Applicant shall submit a final Congestion Management Program (CMP)-approved Travel Demand Management (TDM) Plan that would include measures to meet the CMP TDM requirement of 245 trip credits. Measures would be identified, pursuant to City's approval, the Applicant shall include these measures to meet the CMP TDM requirement. The final TDM plan shall be approved as part of the Disposition and Development Agreement (DDA).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact TRANS-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis

According to the December 2018 Technical Advisory from the State of California Governor's Office of Planning and Research on Evaluating Transportation Impacts in CEQA, affordable housing projects are exempt from VMT analysis and are assumed to have a less than significant impact. The MTC provides data on trip lengths for employment and residential uses within the nine-county Bay Area. According to the MTC ArcGIS VMT tool, the Bay Area has an average VMT per capita of 15 miles. Using the same tool, the traffic analysis zone where the proposed project is

located shows a residential VMT per capita of 11.5 miles. Thus, the proposed project VMT would be 23 percent lower than the regional average, and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact TRANS-3 Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis

The project site would be accessible by four new driveways. Three driveways would be located on Schwerin Street, and one driveway would be located on Martin Street. The driveway located on Schwerin Street at the location of the existing Midway Drive would provide access exclusively to Garage D. The entry to Garage D would be located approximately 80 feet east of Schwerin Street. Eastward from there, the Midway Drive right-of-way is to be closed to vehicular traffic and serve as a fire lane and onsite pedestrian walkway.

Both Schwerin Street and Martin Street are two-lane local streets with low traffic volumes. Parking is permitted on both sides of Schwerin Street along the site frontage. Parking is currently permitted on the north side of Martin Street along a 400-foot segment of the site frontage between Schwerin Street and Brandon Court. Parking is currently prohibited elsewhere on Martin Street east of Schwerin Street. However, there is a housing development under construction along the south side of this segment of Martin Street.

Site Access Operations

Site Driveway Study Intersections

As discussed under Impact TRANS-1, all three site driveway intersections would operate under satisfactory conditions, as unsignalized intersections, both near-term and far-term, without and with the proposed project. Proposed project traffic volumes on Martin Street are expected to be relatively low in the near term, since there is currently no direct Martin Street connection to Bayshore Boulevard and U.S. 101. Under cumulative conditions, with direct project site access to Bayshore Boulevard via the Martin Street extension, proposed project traffic patterns would shift slightly, resulting in an increase in trips on Martin Street.

All approaches to the site driveway intersections, including the approaches on Schwerin Street and Martin Street, are single lane, requiring that all movements share the same lane. Without turn pockets or separate turn lanes, all vehicles would back up behind left-turning vehicles and would be subject to the corresponding delays. However, traffic volumes on Schwerin Street and Martin Streets are low, creating lengthy gaps in traffic that provide ample time and opportunity for left turns.

Midway Drive to Garage D

A qualitative analysis was conducted for traffic conditions at the Midway Drive driveway to Garage D. Under existing conditions, the total volume of vehicles on Schwerin Street along the site frontage, in both directions, is only 211 peak hour trips during the AM peak hour and 195 peak hour trips during the PM peak hour. This equates to an average

headway of 17 seconds per vehicle in the AM peak hour and 18 seconds per vehicle in the PM peak hour. Thus, there would be a gap in traffic nearly every time a vehicle exits from the Midway Drive driveway. With there being sufficient gaps in traffic on Schwerin Street, there would be minimal average delay at the driveway both inbound and outbound. Accordingly, vehicle queues on southbound Schwerin Street at the driveway would be infrequent and typically be no more than one vehicle. Similarly, for outbound traffic from the Midway Drive driveway, there would generally be no more than one vehicle in the queue. It can therefore be expected that the maximum vehicle queues at all four site driveways would generally not exceed one vehicle, and the delays would be relatively short. In addition, most of the stop-controlled intersections in the area operate at LOS A, so the Midway Drive driveway would not be expected to operate any differently with the anticipated traffic.

Sight Distance

Field observations did not show any impediments to lines of sight (such as horizontal or vertical curves, trees or signs) for vehicles exiting the existing site driveways, other than cars parked on the street. The site frontage is designed with recessed, on-street parking and curb extensions (bulb-outs) where the main site driveways meet Schwerin Street or, in the case of New Street 'B', where it meets Martin Street. The on-street parking along the site frontage, adjacent to the main site driveways would thereby be set back from the curb line. This would provide adequate sight distance, looking both left and right down Schwerin Street and Martin Street, for vehicles exiting the three main site driveways.

The Midway Drive driveway to Garage D entry on Schwerin Street does not have curb extensions. In addition, the adjacent on-street parking is not recessed relative to this driveway. The driver's view when exiting the site would, to some extent, be obstructed by vehicles parked on the street on either side of the driveway. Adequate sight distance would be provided by construction curb extensions at driveway, subject to review and approval by the City which would be required through Mitigation Measure TRANS-3. In addition, landscaping near the driveway would need to be maintained such that adequate sight distance is provided. Mitigation Measure TRANS-3 would reduce potential impacts related to sight from implementation of the proposed project to a less than significant level.

Onsite Circulation

The project site layout provides a circulation pattern with no dead-end aisles, curb radii of 8 feet at all intersecting streets onsite and adequate lines of sight at corners due to building setbacks of at least 17 feet along all streets. The jog in New Street 'B' at the intersection with Midway Drive requires two sharp turns in a relatively narrow space with 8-foot turning radii. It is uncertain whether two vehicles approaching the intersection from opposite directions could comfortably pass through the intersection simultaneously. However, the final site plan would be reviewed by the City and Fire Department to ensure that the garage ingress/egress, internal circulation, ramp design, and other relevant design features meet the City Municipal Code requirements or otherwise accord with industry standards.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure TRANS-3 is required.

MM TRANS-3: Driveway Distance. To provide adequate sight distance, the project would provide curb extensions at the Midway driveway to Garage D, subject to review and approval by the City. In addition, the proposed project shall maintain the landscaping near the driveway such that it doesn't obstruct the line of sight down Schwerin Street. Placement of any monument signs or

other permanent fixtures would need to be located out of the line of sight of existing drivers. The final site plan will need to be reviewed by city staff.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact TRANS-4 Result in inadequate emergency access?

Impact Analysis

The proposed project would not result in inadequate emergency access during construction and/or operation. Both Schwerin and Martin streets are connected to adjacent connector streets providing adequate access in the event of an emergency. Therefore, the proposed project would have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.18 TRIBAL CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size, or object with cultural value to the California Native American tribe and that is:				
i. listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.18.1 Environmental Setting

The Ohlone Tribe primarily occupied the coastline in the San Francisco Bay Area, stretching from San Francisco to Monterey Bay. The Ohlone concentrated near inland villages located on the Colma and San Bruno Creeks, as well as a seasonal village on the coast at Mussel Rock. The Ohlone were known to hunt deer, rabbits, fish, wild geese, and ducks in addition to gathering food such as nuts, roots, berries, and shellfish such as mussels and clams. Most of the fishing was done on the inland bay areas, while the coast provided sea otters and seals.

No Tribal Cultural resources were identified within the proposed project area, and pursuant to the Assembly Bill (AB) 52 process completed by the City, no tribes have requested consultation.

4.18.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The General Plan EIR not address the issue of “tribal cultural resources” because its publication in 2013 preceded the passage of California AB 52 of 2014, which expanded CEQA by defining this issue area as a new resource category.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to tribal cultural resources discussed in Chapter 2.11 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.11-5: Tribal Cultural Resources. The Plan Bay Area EIR analyzed the potential impact related to substantial adverse change to the significance of a Tribal Cultural Resource (TCR) as defined in PRC Section 21074 and determined that with the implementation of Mitigation Measure 2.11-5, the impact would be less than significant (Refer to Impact TRIB-1 in Section 4.18.3, Project-Specific Analysis).

PBA EIR MM 2.11-5: *If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:*

- *Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.*
- *Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include:*
 - *(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
 - *(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:*
 - *(A) Protecting the cultural character and integrity of the resource*
 - *(B) Protecting the traditional use of the resource*
 - *(C) Protecting the confidentiality of the resource.*
 - *(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.*

- (4) Protecting the resource.

4.18.3 Project-Specific Analysis

Impact TRIB-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is:

- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
 - ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**
-

Impact Analysis

No known tribal cultural resources were identified at the project site or within 0.25 mile of the project site during the archival records search and literature review performed as part of the cultural resources inventory, and no tribes have requested consultation regarding the proposed project. A field survey of the project area did not identify any archaeological tribal resources at the project site and noted that the project site has been disturbed by grading, construction, and tilling for vegetation management.

The project site is currently developed, and portions are capped. Though very unlikely, subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered unique tribal cultural resources. Therefore, the proposed project would incorporate Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) and Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5), which requires implementation of standard inadvertent discovery procedures and worker awareness training to reduce potential impacts to previously undiscovered subsurface unique tribal cultural resources. With implementation of these mitigation measures, potential impacts would be reduced to a less than significant level.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) and Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5) are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

This page left intentionally blank.

4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.1 Environmental Setting

Water Supply

The project site is served by the City's DWWR. A large portion of the City's water supply is received from the SFPUC, which provides water primarily from Hetch Hetchy Reservoir. Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is always provided to the City whenever feasible.

The Urban Water Management Plan (UWMP) for the City addresses the water system operated by the DWWR and describes 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. The UWMP, prepared in accordance with the Urban Water Management Planning Act (AB 797 as amended), is required for every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet per year (AFY) of water to adopt and submit UWMPs every five years to the DWR.

According to the 2015 UWMP, the total water supply (from groundwater, purchased water [i.e., from SFPUC], and from recycled water) during normal water years from 2020 to 2035 would be 5,068 million gallons per year (or 15,553 AFY) (UWMP 2015).

Wastewater Treatment

According to the General Plan EIR, wastewater collection and pumping for the City is largely managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City. However, wastewater collection and pumping for the project area is provided by the Bayshore Sanitary District, while wastewater treatment is provided by the SFPUC.

The SFPUC owns and operates three treatment plants including the Oceanside Plant, the Southeast Plant, and the North Point Facility. The Oceanside Plant and Southeast Plant operate 24-hours a day, 365 days a year, while the North Point Plant operates only when it rains (SFPUC 2020). On an average day the Oceanside Plant can treat 15 million gallons per day (mgd) of wastewater and the Southeast Plant can treat 60 mgd of wastewater (SFPUC 2014).

Stormwater Management

Municipalities are required to proactively control and regulate pollution from their municipal storm sewer systems in order to mitigate the potential detrimental impacts of urban runoff.

Stormwater management in the City is subject to the Municipal Regional Stormwater NPDES Permit for the San Francisco Bay Region, adopted in 2009. The City's Municipal Code contains regulations related to stormwater management in Title 14 of the Municipal Code. 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.

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 BMPs. BMPs are defined as methods, activities, maintenance procedures, or other management practices for reducing the amount of pollution entering a water body.

Solid Waste

Solid waste services within the City are provided by Allied Waste Services. Waste collected from homes and businesses within the City is processed at the Mussel Rock Transfer Station. Material that cannot be recycled or composted is transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. The current permitted disposal acreage is 173 acres, with a closure date of the facility scheduled for 2034, with a longer period of operation allowed; pending renewal of the landfill's permit (CalRecycle 2019a). The landfill has a remaining capacity of 22,180,000 CY and has a maximum permitted capacity of 3,598 tons/day.

4.19.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.13 of the General Plan EIR discusses the potential impacts on utilities and service systems. The General Plan EIR identified potentially significant impacts on utilities and service systems. However, existing local laws, as well as policies contained in the proposed General Plan, would reduce potential impacts on utilities and service systems to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy RME-2: Require drought-resistant landscaping and water conserving irrigation methods in new developments, and encourage the replacement of existing water-intensive landscaping.

- Policy RME-4:** For development projects that will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the proposed project to demonstrate water availability to adequately serve the project.
- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the proposed project in way that is both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.
- 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 VMT on local and regional roadways to the extent permitted under the Municipal Regional Stormwater Permit).
- 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.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to public utilities and facilities discussed in Chapter 2.12 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.12-1: Water Supply Entitlements and Resources. The Plan Bay Area EIR analyzed the potential impacts related to insufficient water supplies from existing entitlements and resources to serve expected development and determined that with the implementation of Mitigation Measures 2.12-1(a), 2.12-1(b), and 2.12-1(c), the impact would be less than significant. The proposed project is not considered a transportation project; therefore, Mitigation Measures 2.12-1(b) and 2.12-1(c) are not applicable (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-1(a): Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- *For projects that could increase demand for water, project sponsors shall coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation.*
- *Implement water conservation measures which result in reduced demand for potable water. This could include reducing the use of potable water for landscape irrigation (such as through drought-tolerant plantings, water-efficient irrigation systems, the capture and use of rainwater) and the use of water conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets).*
- *Coordinate with the water provider to identify an appropriate water consumption budget for the size and type of project, and designing and operating the project accordingly.*
- *For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For*

projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

Impact 2.12-2: Wastewater Treatment Capacity. The Plan Bay Area EIR analyzed the potential impacts related to inadequate wastewater treatment capacity to serve new development and determined that with the implementation of Plan Bay Area Mitigation Measure 2.12-2 the impact would be less than significant (Refer to Impact UTIL-3 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-2: *Implementing agencies and/or project sponsors shall implement mitigation measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient wastewater treatment capacity exists for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*
- *Implementing agencies and/or project sponsors shall also require compliance with Mitigation Measure 2.12(a), and MTC shall require implementation of Mitigation Measures 2.12(b), and/or 2.12(c) listed under Impact 2.12-1, as feasible based on project- and site-specific considerations to reduce water usage and, subsequently, wastewater flows.*

Impact 2.12-3: Construction of New or Expanded Stormwater Drainage Facilities. The Plan Bay Area EIR analyzed the potential impacts related to construction of new or expanded stormwater drainage facilities, which could cause significant environmental impacts, and determined that with the implementation of Mitigation Measures 2.12-3(a), 2.12-3(b), and 2.12-3(c) the impact would be less than significant. The proposed project is not considered a transportation project, and therefore Mitigation Measures 2.12-3(b) and 2.12-3(c) are not applicable (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-3(a): *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project-and site-specific considerations that include, but are not limited to:*

- *During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient stormwater drainage facilities exist for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned drainage capacity. If adequate stormwater drainage facilities do not exist, project sponsors shall coordinate with the appropriate utility and service provider to ensure that adequate facilities could accommodate the increased demand, and if not, infrastructure and facility improvements shall be identified in each project's CEQA determination. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*
- *For projects of greater than 1 acre in size, reduce stormwater runoff caused by construction by implementing stormwater control best practices, based on those required for a SWPPP.*

- *Model and implement a stormwater management plan or site design that prevents the post-development peak discharge rate and quantity from exceeding pre-development rates.*

Impact 2.12-4: Construction of New or Expanded Water and Wastewater Treatment Facilities. The Plan Bay Area EIR analyzed the potential impacts related to construction of new or expanded water and wastewater treatment facilities, which could cause significant environmental impacts, and determined with the implementation of Mitigation Measure 2.12-4 the impacts would be less than significant (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-4: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*

Impact 2.12-5: Insufficient Landfill Capacity. The Plan Bay Area EIR analyzed the potential impacts related to insufficient landfill capacity to serve new development while complying with applicable regulations and determined that with the implementation of Mitigation Measures 2.12-5 the impact would be less than significant (Refer to Impact UTIL-4 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-5: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials*
- *maintaining or re-using existing building structures and materials during building renovations and redevelopment*
- *using salvaged, refurbished or reused materials, to help divert such items from landfills*
- *for transportation projects, diverting construction waste from landfills, where feasible, through means such as:*
 - *the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal*
 - *establishing diversion targets, possibly with different targets for different types and scales of development*
 - *helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and*
 - *applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible.*

4.19.3 Project-Specific Analysis

Impact UTIL-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

AND

Impact UTIL-3 Result in a determination by the wastewater treatment provider, which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis

Water

The proposed project would have a water demand of 114,000 gpd (approximately 128 AFY) for the residential, community center, Bayshore Park irrigation, and office space uses. Water would be provided by the existing pipelines on Schwerin Street, which has adequate capacity to serve this increase in daily water capacity. According to the water supply assessment (Appendix A), there would be sufficient water capacity to serve the proposed project.

Water supplies would be provided by the City's DWWR and SFPUC. According to the water supply assessment the total water supply available to the City (including from groundwater, purchased water, and recycled water) is estimated to be approximately 10,625 and 14,433 AFY between 2020 and 2040. The increase in water needed to support the proposed project would therefore represent a less than 1 percent increase in the total capacity estimated. Although the increase in water would result in a less than one percent increase in the estimated water capacity of the City, Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) and Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4) would be required to ensure that coordination with the City's DWWR and SFPUC occurs to confirm that there would be sufficient capacity available to serve the proposed project. Therefore, impacts would be less than significant with mitigation incorporated.

Wastewater

The proposed project would be served by the BSD for wastewater collection and by the SFPUC for treatment. Based on available wastewater generation factors, the proposed project would generate a combined 114,126 gpd of wastewater, which would be an 82,966 gpd increase from existing conditions. This increase would represent approximately 0.0055 percent of the 15 mgd dry weather flow design capacity for the Oceanside Plant and 0.0014 percent of the 60 mgd dry weather flow design capacity for the Southeast Plant. Actual generation rates would likely be lower due to water conservation measures such as the 2019 California Green Building Standards Code, Title 24 of the CCR. Although the proposed project would result in a less than 1 percent increase in the wastewater treatment capacity of the SFPUC, Mitigation Measure UTIL-1 (PBA EIR MM 2.12-2), Mitigation Measure UTIL-2 (PBA EIR MM 2.12-4), and Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]) would be required to ensure that coordination with the SFPUC and BSD occurs and that there would be sufficient collection and treatment capacity available to serve the proposed project. Additionally, the increase in wastewater generated from the proposed project would flow to the existing 18-inch sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the Carlyle Pump Station located on 96 Industrial Way. No upgrades or capacity increase are

anticipated for this sewer line or pump station. Therefore, impacts would be less than significant with mitigation incorporated.

Stormwater

During construction, the proposed project would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition during each phase of construction. Due to the phased construction for the proposed project, each phase alone would have some potential to increase the rate or amount of surface runoff which may result in flooding or contribute runoff water which would exceed the capacity of existing stormwater drainage systems. In order to prevent this, each phase of construction would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition, both overall and upon completion of each phase. This would prevent the need for additional stormwater drainage facilities to be constructed as a result of the proposed project (C. Gaumnitz, personal communication, March 24, 2020). Therefore, construction related impacts would be less than significant.

The project site design includes landscaped areas and permeable pavers that would retain and treat their own runoff. Treated runoff would be directly discharged from these features to the northeastern edge of the proposed project site via a 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition. Due to the stormwater treatment and retention measures incorporated into proposed project design in combination with the highly permeable site soils, the proposed project would not require the construction new stormwater drainage facilities offsite. The proposed project would require relocation of portions of the City's stormwater drainage system due to the placement of new structures during the phased development of the site. Any relocations would be required to be designed to accommodate a 100-year storm within the relocated sections to ensure that such relocations do not alter the City's existing system capacity. According to calculations in Appendix C, there would be sufficient stormwater capacity to serve the proposed project. Therefore, operational impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

The proposed project would include extension of the underground electricity and natural gas lines from existing facilities in Schwerin Street. The proposed project would include energy conservation features including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements, by meeting current Tier 2 Energy Efficiency standards. Energy supplies would come from PG&E, which would have sufficient capacity to serve the proposed project. Telecommunication facilities currently exist via overhead power lines. No relocation or expansion of existing electricity capacity, natural gas capacity, or telecommunications facilities would be required for the proposed project, therefore there would be a less than significant impact.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]), Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2), Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]), and Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4) are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact UTIL-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Impact Analysis

Water supplies would be provided by the City’s DWWP and SFPUC. According to the water supply assessment, the total water supply available to the City (including from groundwater, purchased water, and recycled water) is estimated to be approximately 10,625 to 14,433 AFY between 2020 and 2040 during normal water years. The increase in water needed to support the proposed project would therefore represent a less than 1 percent increase in the total capacity estimated during normal, single dry years, and multiple dry years. Therefore, the incremental increase in water consumption from the proposed project would be able to be served by existing and projected future supplies during normal, single dry years, and multiple dry years, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Impact Analysis

Solid waste from the project site would be transferred to the Ox Mountain Landfill in Half Moon Bay. As described above, the Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day. Remaining capacity is approximately 22 million CY. The proposed project would increase the current 150 residential units to 555 residential units (and increase on 405 residential units). Using the waste generation factor for residential use of 12.23 pounds per unit (CalRecycle 2019b), the residential component of the proposed project would be expected to generate a total of 1,237 tons of waste disposal per year, or 3.39 tons of waste per day. In addition to the residential component, the child-care, community center, and office space components would employ an estimated 51 total employees. Using the waste disposal generation estimate for employee uses of 10.53 pounds per employee per day, the child-care, community center, and office space components would generate 1,335.55 tons per year, or 3.66 tons per day, as shown in Table 4.19-1.

Table 4.19-1: Estimated Proposed Project Solid Waste Generation

Project Component	Quantity (Existing/Proposed)	Generation Rate (lbs/day)	Pounds Per Day		Tons Per Day		Tons Per Year	
			Existing	Proposed	Existing	Proposed	Existing	Proposed
Residential Units (proposed)	150, 555	12.23	1834.5	6,787.65	0.92	3.39	336	1,237
Employees (proposed)	31, 51	10.53	326.43	537.03	0.16	0.27	58.4	98.55
Totals:	-	-	2,160.93	7,324.68	1.08	3.66	394.4	1,335.55

Note: lbs/day = pounds per day
Source: CalRecycle 2019b

Total waste generated for residential, child-care, community center, and office uses, based on the CalRecycle usage factors, is anticipated to be 1,335.55 tons per year, or, 3.66 tons per day. Based on the Ox Mountain permitted intake of 3,598 tons per day, project-generated waste would represent approximately 0.001 percent of daily capacity. The actual percentage would probably be less as all employees would not likely work 365 days per year.

Additionally, during construction of the proposed project, Mitigation Measure UTIL-5 (PBA EIR MM 2.12-5) would be required and would ensure that any current onsite materials that can be reused for the redevelopment are used. Mitigation Measure UTIL-3 also includes provisions for providing easily accessible areas that are dedicated to the collection and storage of non-hazardous recycling materials on the project site during construction and establishing diversion targets with different targets for different scales of development (operationally). Therefore, the proposed project contribution to solid waste facilities would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure UTIL-5 (PBA EIR MM 2.15-5) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact UTIL-5 Comply with federal, state, and local statutes and regulations related to solid waste?

Impact Analysis

As the City continues to promote additional diversion, there is expected to be no adverse impact on meeting waste diversion goals as a result of implementation of the proposed project. Additional waste generated by the proposed project would likely be further offset by increased diversion, though even at existing rates it is expected that there is sufficient landfill capacity to meet demand.

In accordance with state mandates, cities and counties must reduce per capita waste disposal through source reduction, recycling, and composting activities. The proposed project would include onsite recycling, which would comply with federal, state, and local statutes. Therefore, impacts are anticipated to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.20 WILDFIRE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project;				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.20.1 Environmental Setting

Climate change is expected to increase the frequency and severity of wildfires in California by altering precipitation and wind patterns, changing the timing of snowmelt, and inducing longer periods of drought. In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas. The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as SRAs, which are managed by CAL FIRE. All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRAs).

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204 and Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE has identified two types of wildland fire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards, and 2) very high fire hazard severity zones. Each risk area carries with it code requirements to reduce the potential risk of wildland fires. Under state regulations, areas within very high fire hazard risk zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

There are no wildlands located within the City. According to CAL FIRE, there are not any very high fire hazard severity zones within the LRA in proximity to the project site. Likewise, there are no moderate, high, or very high fire hazard severity zones in the SRAs in the vicinity of the project site (CAL FIRE 2008).

4.20.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The General Plan EIR did not address the issue of “wildfire” because its publication in 2013 preceded adoption of the 2019 CEQA Appendix G Checklist Questions. Issues related to wildland fires are discussed in Chapter 3.7 of the General Plan EIR. According to the General Plan EIR, no portions of the City are classified as having a “Very High” fire threat. Though wildfire threat is present, implementation of General Plan policies would ensure adequate service from the NCFCA. Therefore, the threat of fire hazard (in particular wildland fire) is less than significant.

Plan Bay Area EIR Summary

Although the Plan Bay Area EIR does not contain a separate section for analyzing impacts related to wildfires, Chapter 2.13 of the Plan Bay Area EIR evaluated the potential impacts related to hazards (including wildfire risk) that may result from future development. The Plan Bay Area EIR determined that impacts related to wildfire would be less than significant because there are existing state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development of areas with a high wildfire hazard risk to an acceptable level. No mitigation measures were identified.

4.20.3 Project-Specific Analysis

Impact WF-1 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: that is:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
 - c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
 - d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?
-

Impact Analysis

The proposed project is not located in an SRA or a very high fire hazard severity zone (CAL FIRE 2008). The project area is located in an urban area surrounded by existing development, including buildings, roadways, and associated infrastructure. Although the area does contain some landscaping and a few street trees, these are not considered wildland areas and would not pose a significant wildfire risk. The nearest wildland area is the San Bruno Mountain State and County Park, which is located approximately 0.36 mile southwest of the project site. Existing residences

and roadways separate this park from the project site. Additionally, the proposed project would be constructed to meet all safety standards related to potential fires contained in the CBC and the California Fire Code, including placement of new fire hydrants throughout the site. Therefore, the proposed project would have a less than significant impact related to wildfire risk.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

This page left intentionally blank.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact MFS-1 Does the Project have the potential to substantially 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?

AND

Impact MFS-3 Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Impact Analysis

The preceding analysis does not reveal any significant immitigable impacts to the environment. The project site is located within a highly urbanized area and is currently developed with the existing Midway Village area and Bayshore Park. As described in Section 4.4, Biological Resources, and Section 4.5, Cultural Resources, impacts related to the substantial degradation of the environment would be less than significant with mitigation incorporated, as necessary.

Additionally, the proposed project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures identified in Sections 4.3, Air Quality; 4.7, Geology and Soils; 4.9, Hazards and Hazardous Materials; 4.10, Hydrology and Water Quality; 4.11, Land Use; 4.13, Noise; 4.15 Public

Services; 4.17, Transportation; 4.18, Tribal Cultural Resources; and 4.19, Utilities and Service Systems. Therefore, the impact would be less than significant with mitigation.

Impact MFS-2 Does the Project have impacts that are individually limited, but cumulative considerable? (“Cumulative 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)?

Impact Analysis

The proposed project was anticipated by and would be consistent with the General Plan EIR and General Plan, and Plan Bay Area EIR. As such, buildout of the proposed project zoning was anticipated and has been analyzed. As presented throughout this SCEA, all potential impacts associated with the proposed project would be reduced to less than significant levels with implementation of the identified mitigation measures. Adherence to applicable regulations, the Plan Bay Area 2040 (RTP/SCS) mitigation measures, and project-specific mitigation measures incorporated into the proposed project, the proposed project would not be expected to result in a considerable cumulative contribution to impacts on the environment. As such, the proposed project would also result in a less than significant cumulative impact.

5.0 REFERENCES

Multi-Section

City of Daly City. 2012. Daly City 2030 General Plan Draft Environmental Impact Report. Website:
<http://www.dalycity.org/Assets/Departments/Economic+and+Community+Development/planning/DEIR/DC+EIR+Cover+Volume+I.pdf>. Accessed September 16, 2019

City of Daly City. 2013. Daly City 2030 General Plan. Website:
<http://www.dalycity.org/Assets/Departments/Economic+and+Community+Development/planning/General+Plan/Daly+City+General+Plan+-+amended+through+March+2015.pdf>. Accessed July 2019.

Plan Bay Area. 2017a. Plan Bay Area 2040 Draft Environmental Impact Report. Website:
http://2040.planbayarea.org/cdn/ff/7o-LQGKXLGa8uqHTI_p4iHxhXXhKIYSVDYHeBD6j6js/1499352691/public/2017-07/PBA%202040%20DEIR_0_1.pdf. Accessed September 2019.

Plan Bay Area. 2017b. Plan Bay Area 2040 Final. Website: http://2040.planbayarea.org/cdn/ff/buje2Q801oUV3Vpib-FoJ6mkOfWC9S9sgrSgJrwFBgo/1510696833/public/2017-11/Final_Plan_Bay_Area_2040.pdf. Accessed September 2019.

SCS Engineers. 2017. Phase I Environmental Site Assessment- Midway Village 45 and 47 Midway Drive Daly City, California. April 14, 2017. Accessed on July 29, 2019.

United States Census Bureau (USCB). 2019. Average Household Size of Occupied Housing Units by Tenure. Available: <https://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?src=bkmk>. Accessed November 14, 2019.

Section 3.0: SCEA Criteria and Transit Priority Project Consistency

California Air Resources Board (CARB). 2017. Executive Order G-18-047, CARB Acceptance of Greenhouse Gas Quantification Determination. Available https://ww3.arb.ca.gov/cc/sb375/mtc_eo_g_18_047.pdf. Accessed November 7, 2019.

Section 4.1: Aesthetics

None

Section 4.2: Agricultural and Forestry Resources

California Department of Conservation (DOC). 2016. California Important Farmland Finder. Website:
<https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed July 26, 2019.

Section 4.3: Air Quality

Bay Area Air Quality Management District (BAAQMD). 2009. Revised Draft Options and Justification Report, CEQA Thresholds of Significance. <https://www.baaqmd.gov/~media/files/planning-and-research/ceqa/revised-draft-ceqa-thresholds-justification-report-oct-2009.pdf?la=en>. Accessed March 23, 2020,

- BAAQMD. 2017. California Environmental Quality Guidelines. Website:
http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.
Accessed August 1, 2019.
- BAAQMD. 2019. Current Rules. Website: <http://www.baaqmd.gov/rules-and-compliance/current-rules>. Accessed
August 1, 2019.
- CARB. 2017a. Review of the Ambient Air Quality Standard for Ozone. Website:
<http://www.arb.ca.gov/research/aaqs/ozone-rs/ozone-rs.htm>. Accessed July 31, 2019.
- CARB. 2018. Area Designations Maps / State and National. Website: <http://www.arb.ca.gov/desig/adm/adm.htm>.
Accessed August 1, 2019.
- CARB 2019a. Overview: Diesel Exhaust & Health. Website: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed July 31, 2019.
- CARB 2019b. California State Implementation Plans. Website: <http://www.arb.ca.gov/planning/sip/sip.htm>. Accessed
July 31, 2019.
- USGS. 2011. Reported Historic Asbestos Mines, Historic Asbestos Prospects, and Other Occurrences of Asbestos in
California. Website: <https://www.conservation.ca.gov/cgs/minerals/mineral-hazards/asbestos>. Accessed
August 1, 2019.

Section 4.4: Biological Resources

- California Department of Fish and Wildlife (CDFW). 2014. CDFW California Wildlife Habitat Relationships System.
Available online at: <https://www.wildlife.ca.gov/Data/CWHR>. Accessed October 29, 2019.
- California Department of Fish and Wildlife (CDFW). 2019a. RAREFIND database ed.5. Electronic database managed
by the California Natural Diversity Data Base, Wildlife Data and Habitat Analysis Branch, California
Department of Fish and Wildlife. Sacramento, CA.
- California Department of Fish and Wildlife (CDFW). 2019b. Special Plant and Animals Lists. Available online at:
<https://www.dfg.ca.gov/wildlife/nongame/list.html>. Accessed October 29, 2019.
- California Department of Fish and Wildlife (CDFW). 2019c. California Natural Diversity Data Base List of California
Sensitive Natural Terrestrial Communities. <https://www.wildlife.ca.gov/Data/VegCAMP/Natural-Communities>.
Accessed October 29, 2019.
- California Native Plant Society (CNPS). 2019. Inventory of Rare and Endangered Plants of California (online edition,
v8-03 0.39). Website <http://www.rareplants.cnps.org>. Accessed October 29, 2019.
- Google Earth. 2019. <https://earth.google.com/web/> Accessed October 29, 2019.
- HortScience | Bartlett Consulting. 2019. Preliminary Arborist Report. Midway Village Project. September 24, 2019.
- Mayer, K.E., and W.F. Laudenslayer, Jr., eds. 1988. A guide to wildlife habitats of California. Sacramento: California
Department of Forestry and Fire Protection. Available online at:
<https://www.wildlife.ca.gov/Data/CWHR/Wildlife-Habitats>. Accessed October 29, 2019.

Sawyer, J.O., T. Keeler-Wolf and J.M. Evens. 2009. Manual of California Vegetation, Second Edition. California Native Plant Society, Sacramento, California.

Spencer, W.D., P. Beier, K. Penrod, K. Winters, C. Paulman, H. Rustigian-Romsos, J. Strittholt, M. Parisi, and A. Pettler. 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California. Prepared for California Department of Transportation, California Department of Fish and Game, and Federal Highways Administration. Available online at: <https://www.wildlife.ca.gov/Conservation/Planning/Connectivity/CEHC>. Accessed October 30, 2019.

United States Fish and Wildlife Service (USFWS). 2019a. Information for Planning and Consultation. Available online at: <https://ecos.fws.gov/ipac/>. Accessed October 29, 2019.

United States Fish and Wildlife Service (USFWS). 2019b. Wetland Mapper. National Wetlands Inventory. Washington, D.C.: USFWS. <https://www.fws.gov/wetlands/data/mapper.html>. Accessed October 29, 2019.

Western Regional Climate Center. 2019. San Francisco International Airport Station (047769) monthly climate summary, period of record: 7/1/1945 to 6/9/2016. Available at <https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7769ca7304> Accessed October 30, 2019.

Section 4.5: Cultural Resources

None

Section 4.6: Energy

California Energy Commission. 2019. 2019 Building Energy Efficiency Standards. Website: <https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf>. Accessed July 31, 2019.

California Commercial End-Use Survey, CEC. March 2006. Energy Information Administration, U.S. Department of Energy. Website: <https://ww2.energy.ca.gov/2006publications/CEC-400-2006-005/CEC-400-2006-005.PDF>. Accessed July 31, 2019.

Section 4.7: Geology and Soils

California Department of Conservation (DOC). 2010. Fault Activity Map of California. Website: <http://maps.conservation.ca.gov/cgs/fam/>. Accessed September 2019.

California Geologic Service. 2020. CGS Information Warehouse: Landslides. Website: <https://maps.conservation.ca.gov/cgs/informationwarehouse/landslides/>. Accessed February 19, 2020.

Rockridge Geotechnical. 2020. Preliminary Geotechnical Investigation, Proposed Residential Redevelopment Midway Village Daly, City, California. Accessed February 19, 2020.

Section 4.8: Greenhouse Gases

Environmental Protection Agency (EPA). 2014. Climate Change Indicators in the United States. <https://www.epa.gov/sites/production/files/2016-07/documents/climateindicators-full-2014.pdf>. Accessed January 2020.

California Air Resources Board (CARB). 2017b. Executive Order G-18-047, CARB Acceptance of Greenhouse Gas Quantification Determination. Available https://ww3.arb.ca.gov/cc/sb375/mtc_eo_g_18_047.pdf. Accessed November 7, 2019.

Section 4.9: Hazards and Hazardous Materials

CAL FIRE. 2008. Very High Fire Hazard Severity Zones in LRA- San Mateo County. Website: https://osfm.fire.ca.gov/media/6800/fhszl_map41.pdf. Accessed July 2019.

Department of Toxic Substances Control. 2019a. EnviroStor Database. Website: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=daly+city>. Accessed July 26, 2019.

Department of Toxic Substances Control. 2019b. Bayshore Park (41990001). Website: https://www.envirostor.dtsc.ca.gov/public/profile_report?global_id=41990001. Accessed July 29, 2019.

Engineering/Remediation Resources Group, Inc. (ERRG). September 6, 2002. Midway Village/Bayshore Park Removal Action Completion Report.

Jacobs Consultancy Clarion Associates. 2012. Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. Website: https://www.gsweventcenter.com/Draft_SEIR_References/2012_0701_CCAG.pdf. Accessed July 2019.

Langan Engineering and Environmental Services, Inc. 2019. Draft Indoor Air and Sub Slab Sampling Results. Midway-Bayshore Village Redevelopment, Daly City, California. August 2019.

Langan Engineering and Environmental Services, Inc. 2020. Draft Human Health Risk Assessment. Midway-Bayshore Village Redevelopment, Daly City, California. March 2020.

State Water Resources Control Board (SWRCB). 2019. GeoTracker Database. Website: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=daly+city>. Accessed July 26, 2019.

Section 4.10: Hydrology and Water Quality

California Department of Water Resources (DWR). 2004a. San Francisco Bay Hydrologic Region Islais Valley Groundwater Basin- California's Groundwater Bulletin 118. Website: <https://www.smcsustainability.org/download/energy-water/groundwater/2-33.pdf>. Accessed July 31, 2019.

California Department of Water Resources (DWR). 2004b. San Francisco Bay Hydrologic Region Visitacion Valley Groundwater Basin- California's Groundwater Bulletin 118. Website: <https://www.smcsustainability.org/download/energy-water/groundwater/2-32.pdf>. Accessed July 31, 2019.

California Office of Emergency Services (Cal OES). 2019. Dam Breach Inundation Map Web Publisher. Website: https://fmds.water.ca.gov/webgis/?appid=dam_prototype_v2. Accessed July 31, 2019.

Federal Emergency management Agency (FEMA). 2019. FEMA Flood Map Service Center. Website: <https://msc.fema.gov/portal/search?AddressQuery=Daly%20City%2C%20California#searchresultsanchor>. Accessed July 31, 2019.

- National Oceanic and Atmospheric Administration (NOAA). 2019. Sea Level Rise Viewer. Website: <https://coast.noaa.gov/slr/#/layer/slr/0/-13631036.720012493/4535336.68988616/14/satellite/none/0.8/2050/interHigh/midAccretion>. Accessed July 31, 2019.
- Regional Water Quality Control Board (RWQCB). 2015. San Francisco Bay Region Municipal Regional Stormwater NPDES Permit. Website: https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2009/R2-2009-0074.pdf. Accessed November 11, 2019.
- San Francisco Public Utilities Commission (SFPUC). 2015. Notice of Intent to Become a Groundwater Sustainability Agency (GSA) and to Prepare a Groundwater Sustainability Plan for the North Westside Basin. Accessed July 31, 2019.
- Schlocker, Julius. 1974. Geology of the San Francisco North Quadrangle, California. Website: <https://pubs.usgs.gov/pp/0782/report.pdf>. Accessed July 31, 2019.
- State of California. 2009. Tsunami Inundation Map for Emergency Planning san Francisco. Website: https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami_Inundation_SF_Overview_SanFrancisco.pdf. Accessed July 31, 2019.
- United States Geologic Survey (USGS). 1993. Geohydrology, Water Quality, and Estimation of Ground-water Recharge in San Francisco, California, 1987-92. Website: <https://pubs.usgs.gov/wri/1993/4019/report.pdf>. Accessed July 31, 2019.
- Urban Water Management Plan (UWMP). 2015. 2015 Urban Water management Plan. Website: http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/pdf/City+of+Daly+City+2015+UWMP_Public+Review+Draft_Full+Report.pdf. Accessed November 11, 2019.

Section 4.11: Land Use and Planning

- City of Daly City. 2015. Daly City 2030 General Plan. Adopted March 25, 2013, Housing Element Revised March 9, 2015. Website: <http://www.dalycity.org/Assets/Departments/Economic+and+Community+Development/planning/General+Plan/Daly+City+General+Plan+-+amended+through+March+2015.pdf>. Accessed July 1, 2019.

Section 4.12: Mineral Resources

None

Section 4.13: Noise

- California Department of Transportation (Caltrans). 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. Website: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Last Accessed November 6, 2019
- California Department of Transportation (Caltrans). 2004. Transportation-and Construction-Induced Vibration Guidance Manual. 2004. Website: <http://www.dot.ca.gov/hq/env/noise/pub/vibrationmanFINAL.pdf>. Last Accessed November 6, 2019.

Egan, David M. Architectural Acoustics. J. Ross Pub., Pub 2007.

Federal Highway Administration. 2011a. Analysis and Abatement Guidance.

https://www.fhwa.dot.gov/environment/noise/regulations_and_guidance/analysis_and_abatement_guidance/
Last Accessed November 6, 2019.

Federal Highway Administration. 2011b. Highway Traffic Noise. Website:

http://www.fhwa.dot.gov/environment/noise/noise_barriers/design_construction/keepdown.cfm. Last Accessed November 6, 2019.

Federal Transit Administration (FTA). 2006. Transit Noise and Vibration Impact Assessment. Website:

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf. Accessed November 6, 2019.

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment. Website:

http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf. Accessed November 6, 2019.

Section 4.14: Population and Housing

City of Daly City. 2015. Daly City 2030 General Plan Housing Element 2014-2022. Website:

<http://www.dalycity.org/Assets/Departments/Economic+and+Community+Development/planning/DEIR/DC+EIR+Cover+Volume+I.pdf>. Accessed September 16, 2019.

Section 4.15: Public Services

California Department of Finance. 2018. California Public K-12 Graded Enrollment and High School Graduate Projections by County – 2018 Series. Available:

http://www.dof.ca.gov/Forecasting/Demographics/Projections/Public_K-12_Graded_Enrollment/. Accessed November 14, 2019.

City of Daly City. 2019. Comprehensive Biennial Operating and Capital Budget For Fiscal Years 2019 and 2020.

Website:

<http://www.dalycity.org/Assets/Departments/Finance+and+Administration/Operating+Budget+2019-2020.pdf>. Accessed September 16, 2019.

North County Fire Authority (NCFA). 2017. 2017 Annual Report North County Fire Authority. Website:

<https://northcountyfire.org/wp-content/uploads/2019/03/Annual-Report-2017.pdf>. Accessed July 29, 2019.

Per Communications with Audra Pittman, Bayshore School District. April 17, 2018.

Per Communications with Shane Lauderdale, North County Fire Authority. January 10, 2020.

Section 4.16: Recreation

None

Section 4.17: Transportation

Hexagon Transportation Consultants, Inc. 2019. 45 Midway Drive Affordable Housing Traffic Impact Analysis.

Section 4.18: Tribal Resources

None

Section 4.19: Utilities and Service Systems

CalRecycle. 2019a. SWIS Facility Detail – Corinda Los Trancos landfill (Ox Mtn) (41-AA-0002). Website: <https://www2.calrecycle.ca.gov/swfacilities/Directory/41-AA-0002>. Accessed July 31, 2019.

CalRecycle. 2019b. Estimated Solid Waste Generation Rates. Website: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates>. Accessed September 17, 2019.

San Francisco Public Utilities Commission (SFPUC). 2014. San Francisco's Wastewater Treatment Facilities. Website: <https://sfwater.org/modules/showdocument.aspx?documentid=5801>. Accessed January 31, 2020.

SFPUC. 2020. Treating the Liquid Flows. Website: <https://sfwater.org/index.aspx?page=400>. Accessed January 31, 2020.

Urban Water Management Plan (UWMP). 2015. 2015 Urban Water management Plan. Website: http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/pdf/City+of+Daly+City+2015+UWMP_Public+Review+Draft_Full+Report.pdf. Accessed November 11, 2019.

Section 4.20: Wildfire

CAL FIRE. 2008. Very High Fire Hazard Severity Zones in LRA- San Mateo County. Website: https://osfm.fire.ca.gov/media/6800/fhszl_map41.pdf. Accessed July 2019.

This page left intentionally blank.

6.0 LIST OF PREPARERS

Principal in Charge	Trevor Macenski
Project Manager	Anna Radonich
Senior Air Quality Scientist.....	Elena Nuño
Senior Archaeologist.....	Alisa Reynolds
Principal Biologist.....	Michelle Tovar
Senior Biologist	Jared Elia
Senior Environmental Noise Analyst.....	Tracie Ferguson
Senior Environmental Planner	Caitlin Schroeder
Environmental Planner.....	Zoryana Pope
GIS/Graphics.....	Kaela Johnson
Technical Editor	Chris Broderick
Quality Reviewer	Christine Abraham