

5. Significant Unavoidable Adverse Impacts

Section 15126.2 of the CEQA Guidelines requires that “direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects.”

Chapter 1, Executive Summary, contains Table 1-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While policies and actions from the proposed Project and mitigation measures, where available, would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied.

5.1 GREENHOUSE GAS EMISSIONS

GHG-1. *Significant.* Renovating and expanding the Serramonte Shopping Center would result in increase in operations and vehicle trips, which would result in a substantial increase in GHG emissions. Mitigation Measure GHG-1 would address this impact; however, the majority of emissions are generated from patrons of the Serramonte Shopping Center and there are no additional measures not previously listed that could mitigate the increase in GHG emissions generated by vehicles traveling to the Project site. Consequently, GHG-1 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

GHG-3. *Significant.* Renovating and expanding the Serramonte Shopping Center in combination with other past, present, and reasonably foreseeable projects would result in an increase in vehicle trips and would result in a substantial increase in GHG emissions. Mitigation Measure GHG-1 would address this impact; however, a majority of emissions are generated from vehicle trips traveling to and from the Serramonte Shopping Center. There are no additional measures not previously listed that could mitigate the increase in GHG emissions generated by vehicles traveling to the Project site. Consequently, GHG-3 would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

5.2 TRANSPORTATION AND TRAFFIC

TRANS-1D. *Significant.* The Project would result in additional traffic that would cause I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate to an unacceptable level of service in the weekday AM peak hour and cause the volume-to-capacity (V/C) ratio for this segment to increase by more than 0.01 during the Saturday peak hour. Mitigation Measure TRANS-1D would address this impact; however, because the freeway segment is under Caltrans’ jurisdiction, the implementation and timing of the mitigation are not under the City’s control. Therefore, TRANS-1D would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

TRANS-2A. *Significant.* Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour. Mitigation Measure TRANS-1D would address this impact; however, because the intersection is under Caltrans' jurisdiction, the implementation and timing of the mitigation are not under the City's control. Therefore, TRANS-2A would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

TRANS-2B. *Significant.* Under Cumulative conditions, the Project would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard V/C ratio to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour. Mitigation Measure TRANS-8F (see Section 4.13.4 of Chapter 4.13 of this Draft EIR) would address this impact; however, because the intersection is under Caltrans' jurisdiction, the implementation and timing of the mitigation are not under the City's control. Therefore, TRANS-B would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

TRANS-4A. *Significant.* At SR-1 Southbound Ramps at Clarinada Avenue, the addition of Project traffic would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions. There are no feasible mitigation measures to address this impact given that extending the left turn pocket at this location is not feasible due to the roadway grade, curvature, and presence of street lighting within the median. Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, TRANS-4A would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

TRANS-4E. *Significant.* At Junipero Serra Boulevard and Serramonte Boulevard, the addition of Project traffic would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions. There are no feasible mitigation measures to address this impact given that extending the left turn pocket at this location is not feasible due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way). Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, TRANS-4E would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

TRANS-8B. *Significant.* At Serramonte Boulevard and Junipero Serra Boulevard, the Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour. Although Mitigation Measure TRANS-8B would address this impact, the intersection is under the Town of Colma's jurisdiction and implementation and timing of this Mitigation Measure are not under the City's control. Therefore, TRANS-8B would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

TRANS-8C. *Significant.* At Serramonte Boulevard and El Camino Real, the Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour. Although Mitigation Measure TRANS-8C would address this impact, the intersection is under Caltrans' jurisdiction and the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, TRANS-8C would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

TRANS-8F. *Significant.* The Project would cause the V/C ratio for the I-280 segment between SR-1 and Serramonte Boulevard to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour. This Mitigation Measure would address this impact; however, this segment is under Caltrans' jurisdiction and implementation and timing are not under the City's control. Therefore, TRANS-8F would remain significant and unavoidable and a Statement of Overriding Considerations would be required.

SIGNIFICANT AND UNAVOIDABLE IMPACTS

This page intentionally blank