

APPENDIX B
INITIAL STUDY

TABLE OF CONTENTS

Text

TABLE OF CONTENTS	i
SECTION 1.0 INTRODUCTION AND PURPOSE	1
SECTION 2.0 PROJECT INFORMATION	2
2.1 PROJECT TITLE.....	2
2.2 PROJECT LOCATION	2
2.3 LEAD AGENCY CONTACT	2
2.4 PROPERTY OWNER/PROJECT PROPONENT	2
2.5 ASSESSOR'S PARCEL NUMBERS.....	2
2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT.....	2
2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS..	2
SECTION 3.0 PROJECT DESCRIPTION	7
SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS	22
4.1 AESTHETICS.....	23
4.2 AGRICULTURE AND FORESTRY RESOURCES	24
4.3 AIR QUALITY	27
4.4 BIOLOGICAL RESOURCES	28
4.5 CULTURAL RESOURCES	35
4.6 GEOLOGY AND SOILS	42
4.7 GREENHOUSE GAS EMISSIONS	44
4.8 HAZARDS AND HAZARDOUS MATERIALS.....	45
4.9 HYDROLOGY AND WATER QUALITY	53
4.10 LAND USE	62
4.11 MINERAL RESOURCES	63
4.12 NOISE AND VIBRATION	64
4.13 POPULATION AND HOUSING.....	72
4.14 PUBLIC SERVICES	74
4.15 RECREATION	79
4.16 TRANSPORTATION.....	83
4.17 UTILITIES AND SERVICE SYSTEMS	85
4.18 MANDATORY FINDINGS OF SIGNIFICANCE	93
SECTION 5.0 REFERENCES	97
SECTION 6.0 LEAD AGENCY AND CONSULTANTS	99

Figures

Figure 2.2-1	Regional Map.....	4
Figure 2.2-2	Vicinity Map	5
Figure 2.2-3	Aerial Photograph and Surrounding Land Uses	6
Figure 3.0-1	Proposed Site Plan	11
Figure 3.0-2	Proposed Building A Floor Plans	12
Figure 3.0-3	Proposed Building B and C Floor Plans	13

Figure 3.0-4 Proposed Residential Parking Podium..... 14
Figure 3.0-5 Building A Elevations..... 15
Figure 3.0-6 Building B Elevations..... 16
Figure 3.0-7 Building C Elevations..... 17
Figure 3.0-8 Proposed Hotel Floor Plans 18
Figure 3.0-9 Building D Elevations..... 19
Figure 3.0-10 Proposed Hotel Parking Podium.....20
Figure 3.0-11 Retaining Wall Section From Serramonte Boulevard 21

Tables

Table 3.0-1 Building Setbacks 8
Table 4.8-1 SFO Critical Airspace Surface Levels 51
Table 4.9-1 Pervious and Impervious Surfaces On-Site 60

Appendices

Appendix B-1 Phase I Environmental Site Assessment
Appendix B-2 Collection System Flow Study

SECTION 1.0 INTRODUCTION AND PURPOSE

This Initial Study has been prepared by the City of Daly City as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and the regulations and policies of the City of Daly City. The purpose of this Initial Study is to provide objective information regarding the environmental consequences of the proposed project to the decision makers who will be reviewing and considering the project.

The purpose of this Initial Study is to evaluate the environmental impacts of constructing three condominium towers and a 12-story hotel on a 6.07-acre site located at 525 to 595 Serramonte Boulevard in Daly City. The complex will include 323 one-, two-, and three-bedroom condominiums constructed over a four-level parking podium. The hotel will be comprised of 176 rooms constructed over a partially sub-grade parking podium. In order for the proposed residential density of the project (68 dwelling units per acre) to comply with the General Plan, a General Plan Amendment is proposed to *Very High Density Residential* which allows residential development of more than 50 dwellings units per acre. A zoning amendment is also proposed as the current project site is zoned as Planned Development-57, which restricts building heights to 90 feet. The proposed project would be up to approximately 255 feet in height.

Topics covered in this Initial Study include: agriculture and forestry resources, biological resources, cultural resources, hazards and hazardous materials, hydrology and water quality, mineral resources, noise and vibration, population and housing, public services, recreation, and utilities and service systems. For information on land use compatibility, air quality, greenhouse gases, geology and soils, transportation, aesthetics, and energy (a required section of an EIR), refer to the EIR.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Serramonte Views Condominiums and Hotel Project
(File Nos. GPA-9-14-9640, PD-9-14-9637, SUB-9-14-9643, Design Review-9-14-9644)

2.2 PROJECT LOCATION

The 6.07-acre project site is located at 525 to 595 Serramonte Boulevard in Daly City. The project site is bounded by Serramonte Boulevard to the north, commercial uses to the east and west, and a Chinese cemetery to the south. Regional and vicinity maps of the project site are shown in Figures 2.2-1 and 2.2-2. An aerial photograph showing surrounding land uses is shown on Figure 2.2-3.

2.3 LEAD AGENCY CONTACT

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

Mike Van Lonkhuysen, Planning Manager
(650) 991-8158
mvanlonkhuysen@dalycity.org

2.4 PROPERTY OWNER/PROJECT PROPONENT

Henry Lam
AGH Management Corporation
888 Brannan Street, Suite 155
San Francisco, CA 94103
(415) 863- 2888

2.5 ASSESSOR'S PARCEL NUMBERS

091-247-080

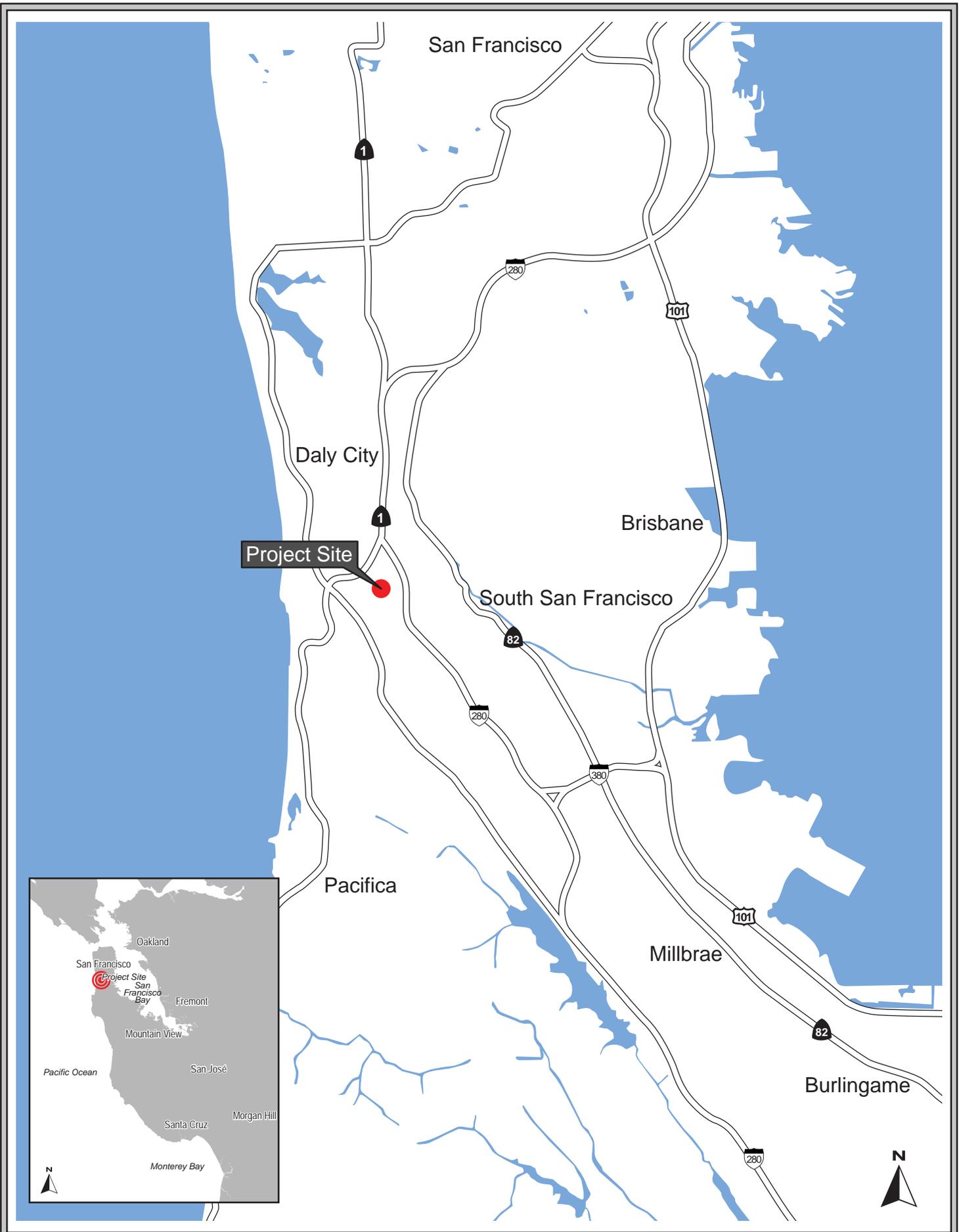
2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

General Plan Designation: *High Density Residential & Commercial – Retail and Office*

Zoning District: *Planned Development – 57*

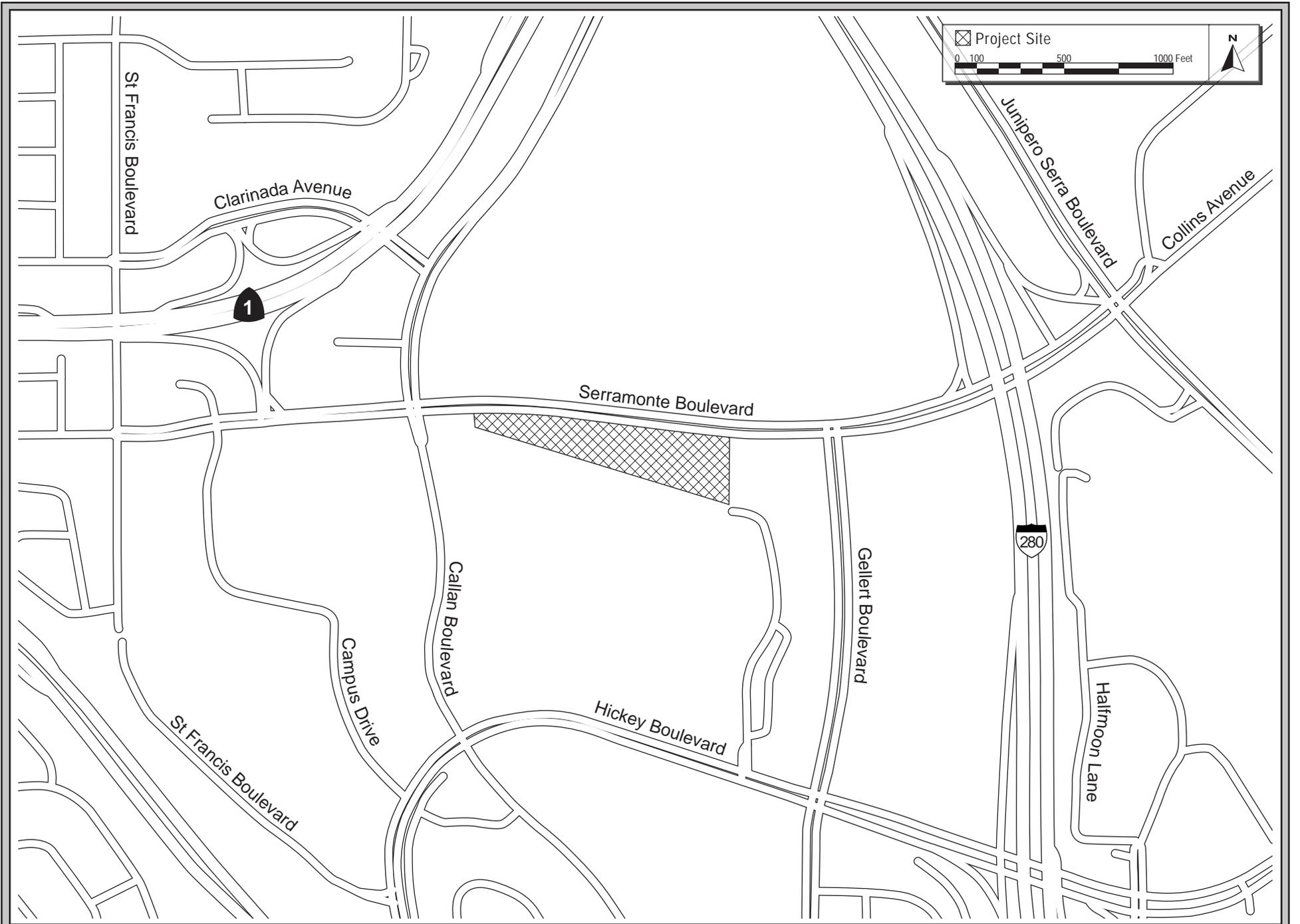
2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- General Plan Amendment
- Planned Development Zoning Amendment
- Tentative Map and Final Map to subdivide the existing parcel into two lots, and allow residential condominiums on Lot 1
- Use Permit (required for condominium buildings)
- Design Review



REGIONAL MAP

FIGURE 2.2-1



VICINITY MAP

FIGURE 2.2-2



6

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES

FIGURE 2.2-3

SECTION 3.0 PROJECT DESCRIPTION

The applicant proposes to subdivide the property into two parcels, a 4.76-acre parcel to accommodate three residential condominium buildings and a 1.30-acre parcel to accommodate the hotel (refer to Figure 3.0-1).

The residential portion of the project site is designated in the General Plan as *High Density Residential*, which allows residential development between 35 and 50 dwelling units per acre. The hotel component of the project site is designated in the General Plan as *Commercial – Retail and Office*, which allows a Floor Area Ratio (FAR) of up to five (5) square feet of building area for each square foot of land area.

In order for the proposed residential density of the project (68 dwelling units per acre) to comply with the General Plan, a General Plan Amendment is proposed to *Very High Density Residential* which allows residential development of more than 50 dwellings units per acre. The project site is zoned as *Planned Development (PD-57)*. The project proposes an amendment to the PD-57 zoning to increase the allowed building heights to up to 255 feet to accommodate the hotel and residential structures, as the current PD-57 zoning restricts building heights to 90 feet.

3.0.1 Residential Component

The residential component (comprised of Buildings A, B, and C) of the project includes the construction of three new multi-family condominium buildings totaling approximately 531,016 square feet (SF) (Building A is 168,534 SF, Building B is 181,241 SF, and Building C is 181,241 SF). The complex would be comprised of 323 residential units which include 56 moderate-income units and would allow State Density Bonus of 42 additional units. The proposed residential units would be one-bedroom, two-bedroom, and three-bedroom condominiums. Building A would be comprised of 133 units, and Buildings B and C would each be comprised of 95 total residential units. The proposed units range in size from approximately 686 to 1,832 SF, and conceptual floor plans indicate 111 one-bedroom units, 202 two-bedroom units, and 10 three-bedroom units.

Access to the residential building lobbies would be provided from the main entrance to the project site from Serramonte Boulevard. Building A will have its own entry lobby at the ground level that would be accessible to and from the parking garage. Buildings B and C will share a combined entry lobby which would also be accessible from the ground level parking garage. Each of the three buildings will have miscellaneous residential amenities (fitness room, media room, etc.), including an outdoor space at the podium level (see Figures 3.02, 3.0-3, and 3.0-4). Most of the proposed residential units will have an exterior balcony facing Serramonte Boulevard or eastward toward the San Francisco Bay.

Building A would be set back approximately eight feet from the eastern property line. The southern and northern setbacks of Buildings A, B, and C are noted in Table 3.0-1.

Table 3.0-1 Building Setbacks		
Building A		
Location	Northern Property Line (feet)	Southern Property Line (feet)
Building and Podium	11	169
Building B		
Podium Structure	40	195
Building	51	204
Building C		
Podium Structure	40	66
Building	51	77
Building D		
Podium Structure	0	14
Building	7	98

The overall proposed maximum height of Building A would be approximately 252 feet (17 stories), and Buildings B and C would range in height from approximately 170 feet to 215 feet (13 stories) to the top of the buildings from existing grade at the Serramonte Boulevard property line (see Figures 3.0-5, 3.0-6 and 3.0-7).

3.0.2 Hotel Component

The hotel component (Building D) of the project includes the construction of a 12-story, 153,756 square-foot building with 176 rooms over a multi-level parking podium with 187 parking stalls. The hotel amenities include 6,076 square feet of meeting space, a gym, and an outdoor space at the podium level (see Figure 3.0-8).

The proposed hotel would be set back approximately 51 feet to the podium and approximately 80 feet to the building from the western property line. The southern and northern setbacks of the building are shown above in Table 3.0-1. Due to the slope of the site, the proposed hotel would range in height from approximately 158 feet to 206 feet at existing grade (see Figure 3.0-9).

3.0.3 Parking

The condominiums would be constructed on a four-level parking podium providing 420 parking stalls (see Figure 3.0-7). The parking podium will utilize an electric double parking stacker system predominately throughout the four levels of parking, which allows three parking spaces to be converted into five spaces. The double parking stacker is an independent motorized two (2) level vehicle lift for storing cars vertically. The device lifts vehicles on cantilevered platforms between shared common legs, so that additional vehicles can be parked below. Residential owners would self-operate the system to retrieve their vehicles from their designated spots.

The hotel includes a five-story podium structure with four levels of parking providing 187 parking spaces. The ground level provides access to the lobby and garage entrance (refer to Figure 3.0-10).

The hotel would include a traditional parking structure and would not involve the use of a stacker system to provide parking to hotel guests.

3.0.4 Site Access and Easements

Vehicle access to the condominium buildings and hotel would be provided from a driveway along Serramonte Boulevard opposite the signalized westernmost entrance to the Serramonte Shopping Center. Pedestrian access would be from a new sidewalk constructed along Serramonte Boulevard. The project would modify the median island on Serramonte Boulevard to allow an exclusive westbound left-turn into the project driveway at the modified signal where the project driveway will form the fourth leg.

An emergency vehicle access driveway from Serramonte Boulevard would be located on the western portion of the property (north of Building D). Existing bike lanes along Serramonte Boulevard would remain with the project.

3.0.5 Landscaping

The project site is currently heavily vegetated with mature trees. Trees will be retained primarily along the southern portion of the property, separating the Chinese Cemetery from the project site. All other trees on site will be removed that are in conflict with the proposed grading and building footprints. Flow-through planters are proposed on the west side of Building A, north of Buildings B and C, and on the east side of Building D.

3.0.6 Grading and Demolition

The steeply sloping project site would require extensive grading to accommodate the proposed development. The podium parking garage for Buildings B, C, and D would be constructed into the hillside. Building A is the only building proposed at-grade with Serramonte Boulevard once complete.

Site improvements would include landscaping, a retaining wall, and offsite improvements (new public sidewalks along Serramonte Boulevard). The proposed retaining wall, which is necessary to accomplish the planned development, would be located in the ‘back’, i.e. south, of the development and would stretch the entire length of the site, approximately 1,175 feet. The retaining wall would range from approximately 50 to 86 feet in height and would be constructed to match existing grade of the existing hillside as it slopes to the north (see Figure 3.0-11). The project grading would require 171,757 cubic yards of soil export from the site.

3.0.7 Utility Improvements

The project would connect to existing utilities located in Serramonte Boulevard. The project does not propose to improve any utilities serving the site.

3.0.8 Drainage Improvements

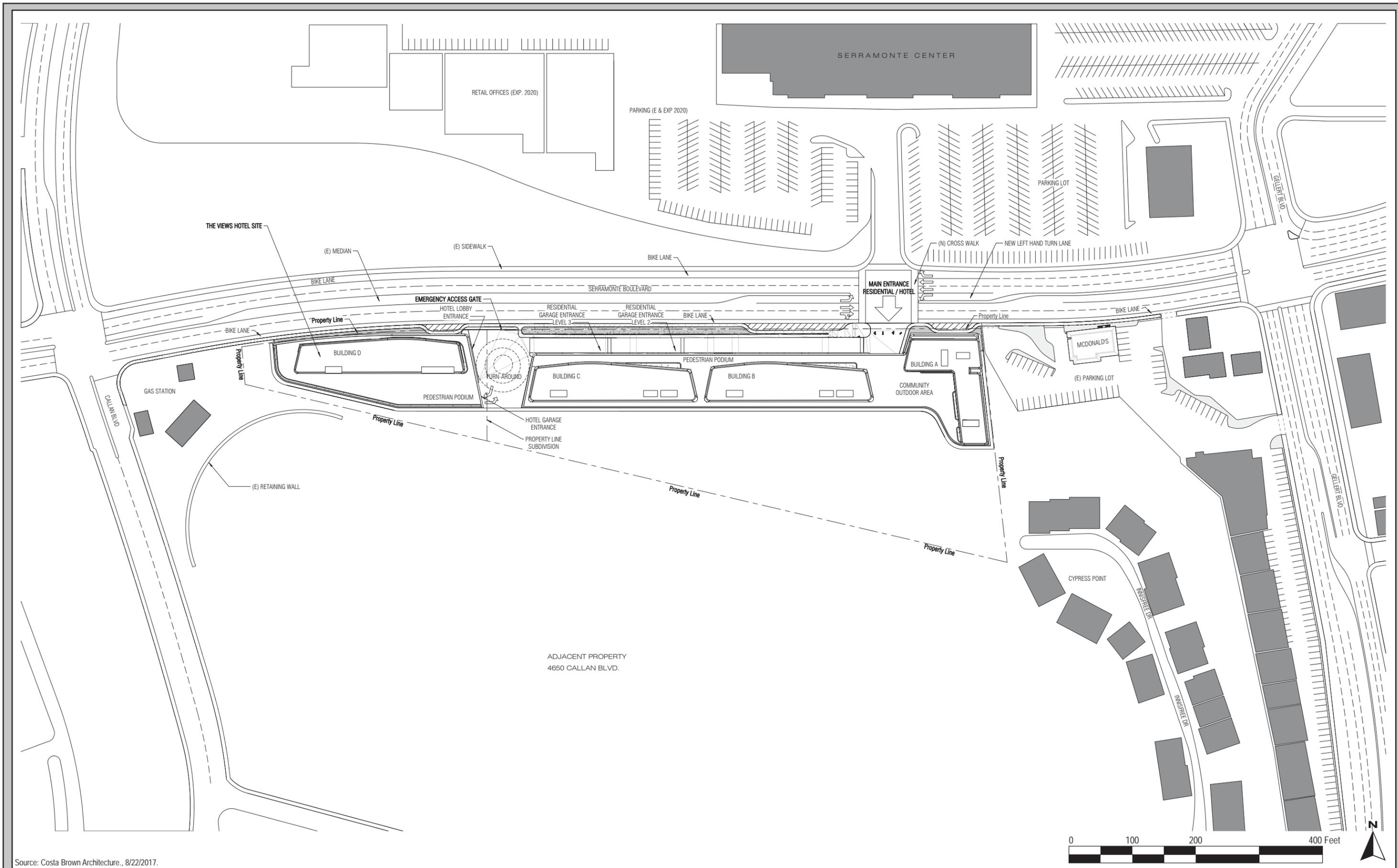
The project proposes to construct common open space on the podium level including some landscaping. The remaining roof impervious areas would direct stormwater flows directly to planters. The proposed drive aisle and roundabout area would be constructed of permeable pavers to retain and minimize stormwater runoff. Bio-retention areas will be located along the landscaped areas on the north side of the project site adjacent to Serramonte Boulevard. Two additional bio-retention areas are proposed adjacent to the drive aisle north of Buildings B and C.

3.0.9 Development Phasing

The proposed project is anticipated to be constructed in two phases. The first phase will include the buildout of the 4.76-acre residential site (Buildings A, B, and C) as well as the grading, retaining wall and building pad for the hotel, Building D. The second phase will construct the hotel on 1.30-acres of the site (Building D).

3.0.10 Emergency Diesel Generators

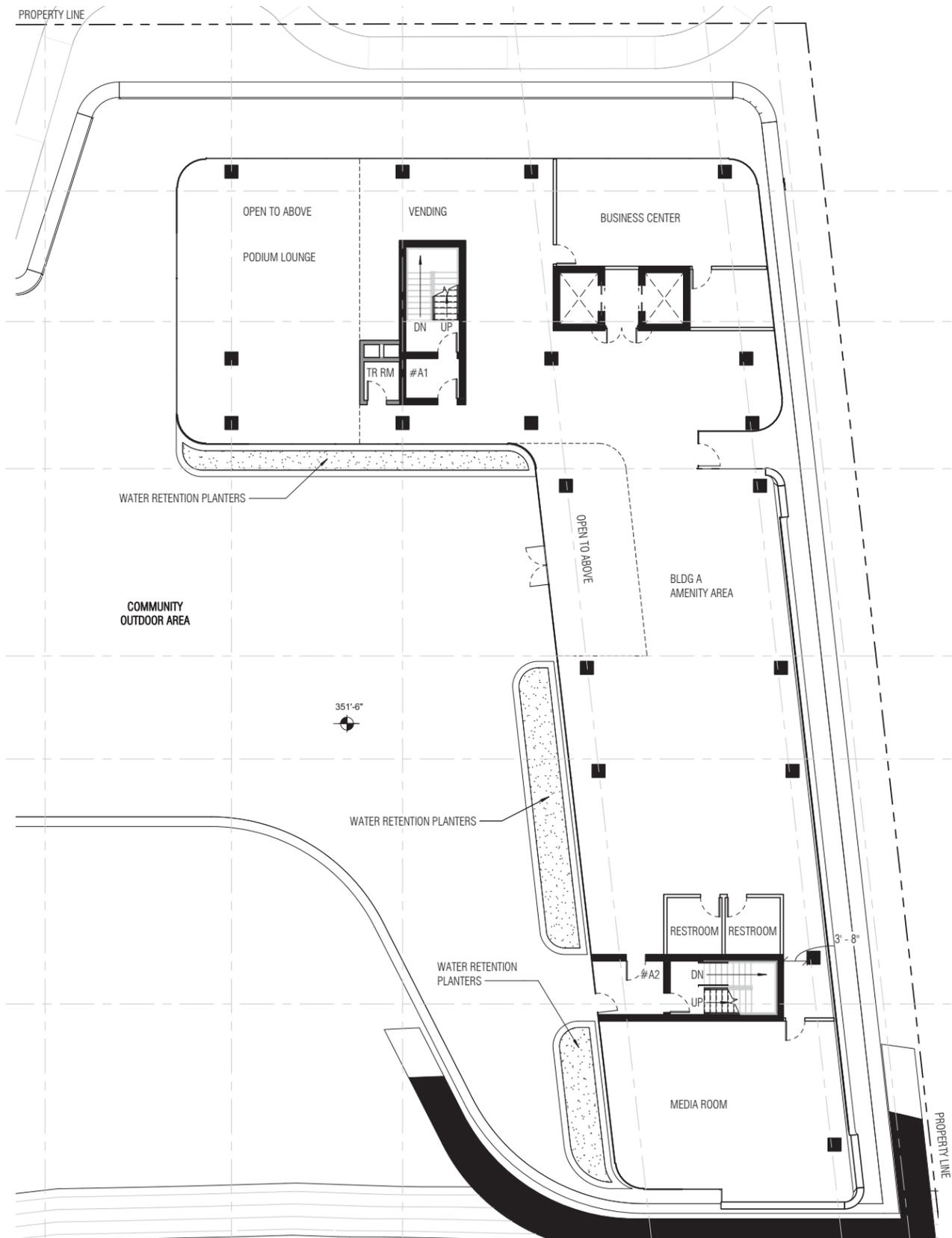
The project proposes two emergency diesel-fuel generators for the condominiums and hotel on the site. The hotel generator is anticipated to have a power rating of 350 kVA and the residential back-up generator is anticipated to have a rating of 500 kVA. The residential generator would be located on the second floor of the parking podium in Building A. The hotel generator would also be located in its podium garage.



Source: Costa Brown Architecture., 8/22/2017.

PROPOSED SITE PLAN

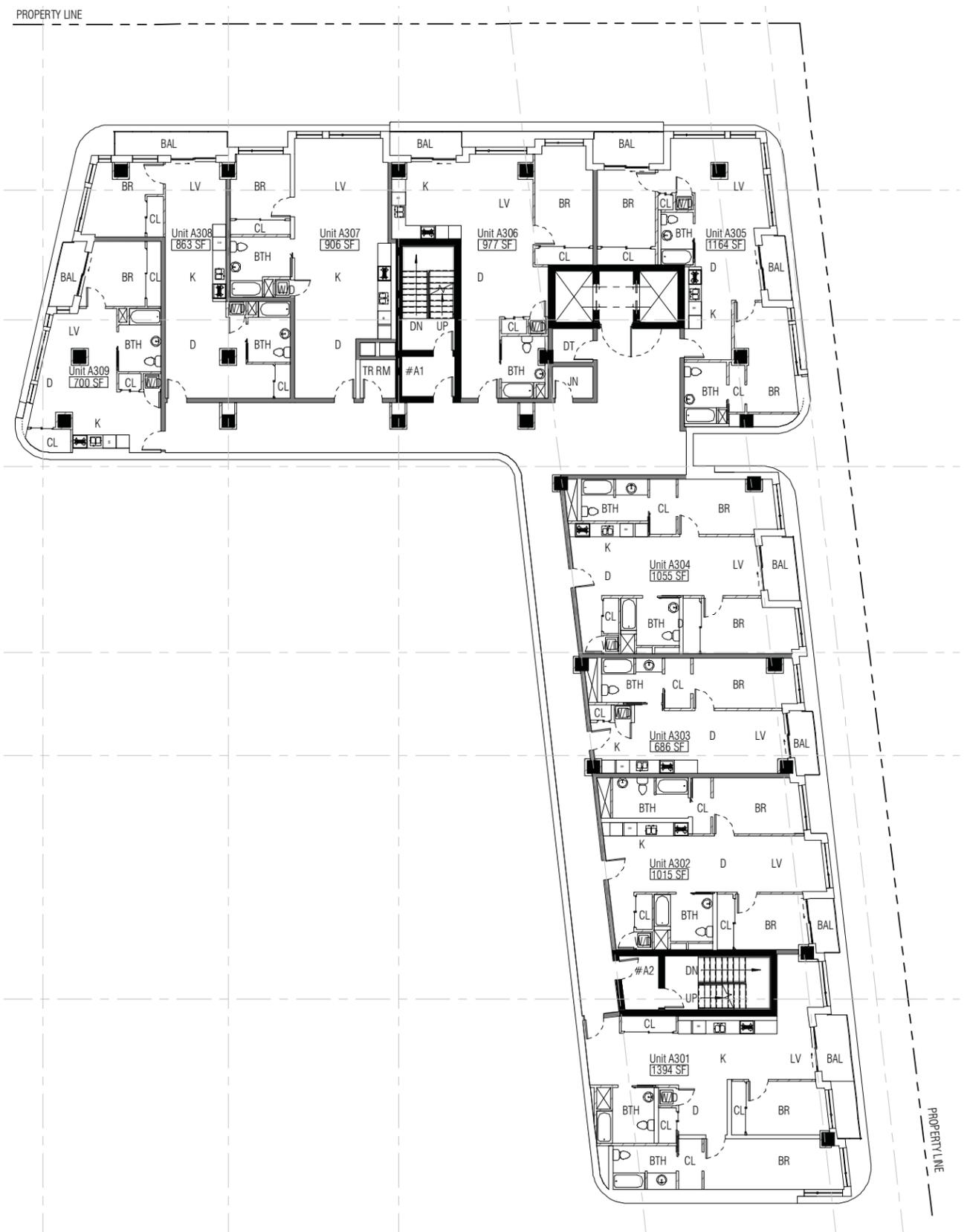
FIGURE 3.0-1



Building A Podium Level

Source: Costa Brown Architecture, 8/22/2017.

PROPOSED BUILDING A FLOOR PLAN

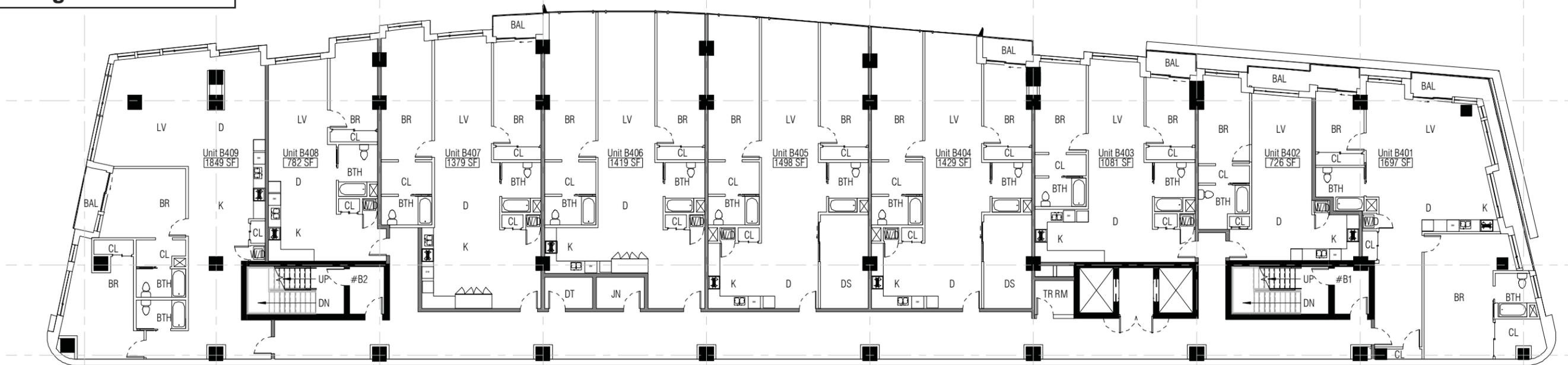


Building A Level 3

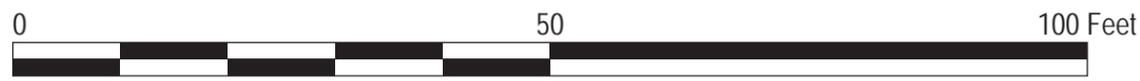
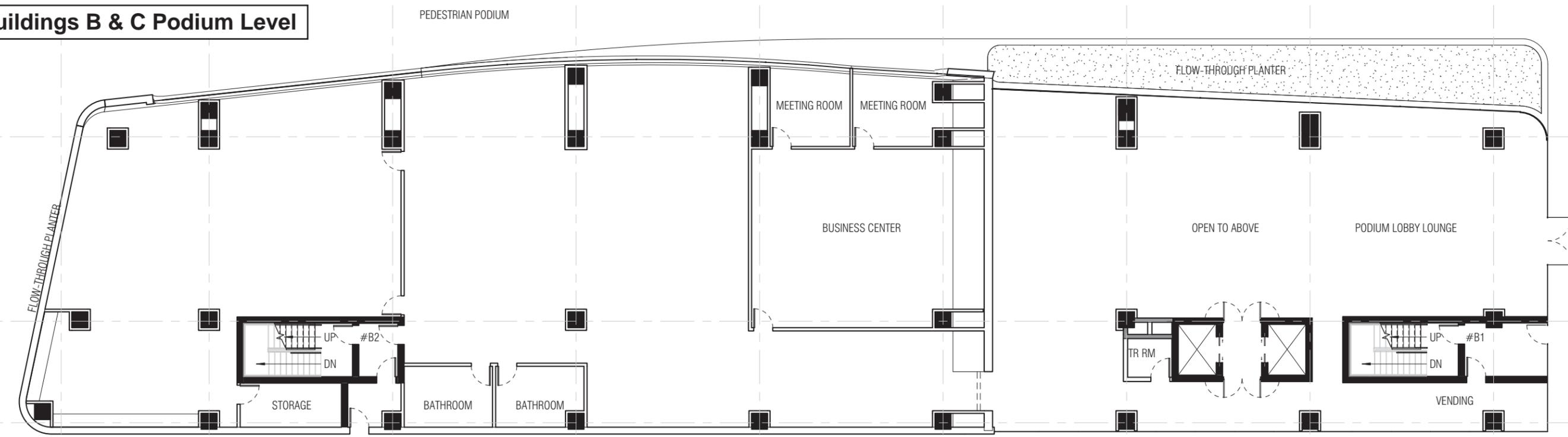


FIGURE 3.0-2

Buildings B & C Level 3



Buildings B & C Podium Level



ABBREVIATIONS

- BAL - BALCONY
- BR - BED ROOM
- BTH - BATHROOM
- CL - CLOSET
- D - DINING
- DS - DENS
- DT - DATA

WALL LEGEND

- FAÇADE
- INTERIOR DEMISING WALL - 1 HR. RATED
- INTERIOR WALL - NON RATED
- CORE - 2 HR RATED

ACCESSIBILITY LEGEND

- NO PARKING - ACCESSIBLE PATH OF TRAVEL
- EXTERIOR ACCESSIBLE ROUTE

- JN - JANITORIAL
- K - KITCHEN
- LV - LIVING ROOM
- TR RM - TRASH ROOM
- W/D - WASH AND DRYER

- EGRESS PATH
- PROPERTY LINE
- ACCESSIBLE ENTRANCE

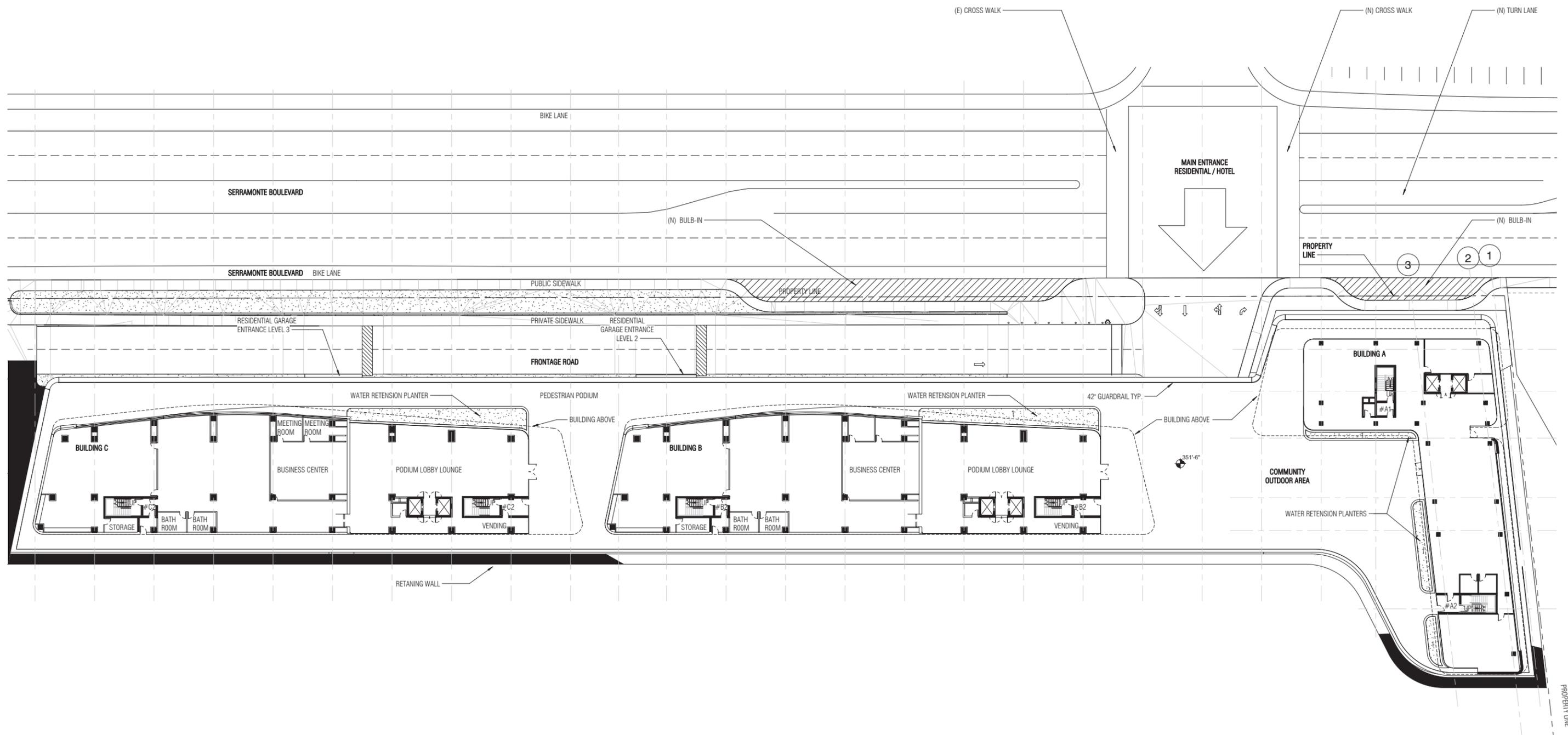
NOTE : ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE



Source: Costa Brown Architecture., 8/22/2017.

PROPOSED BUILDING B AND C FLOOR PLANS

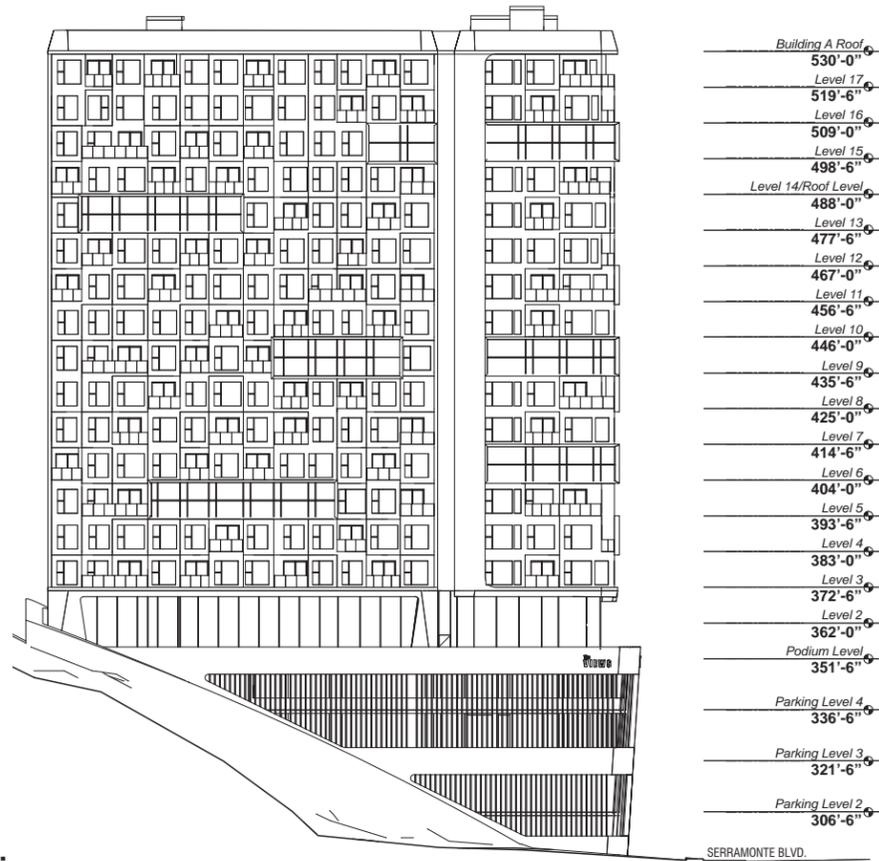
FIGURE 3.0-3



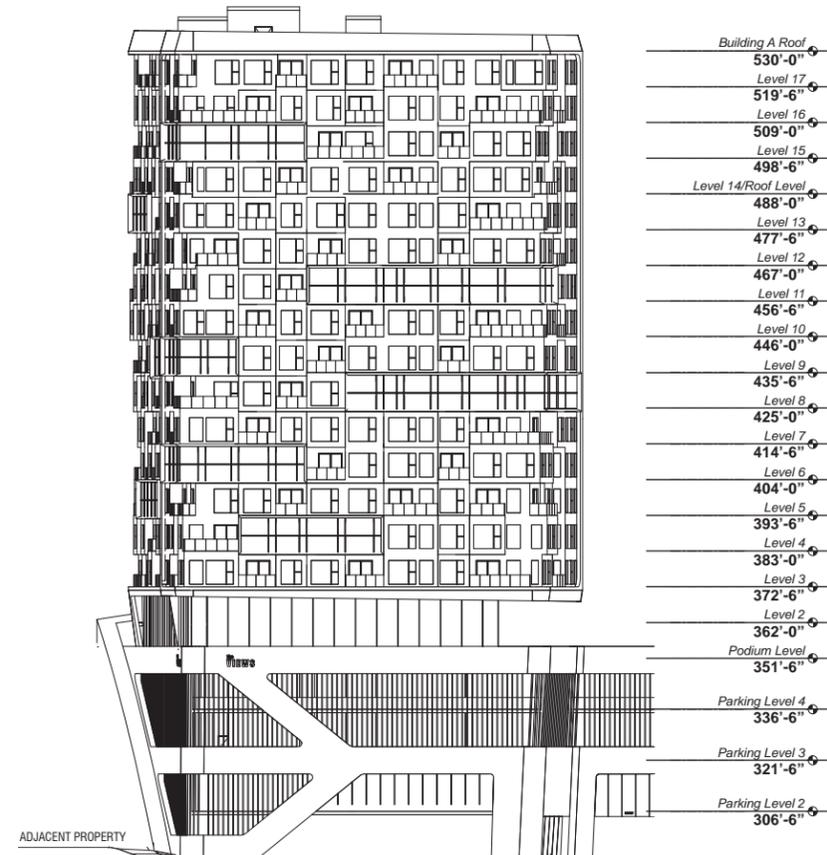
Source: Costa Brown Architecture, 8/22/2017.

PROPOSED RESIDENTIAL PARKING PODIUM

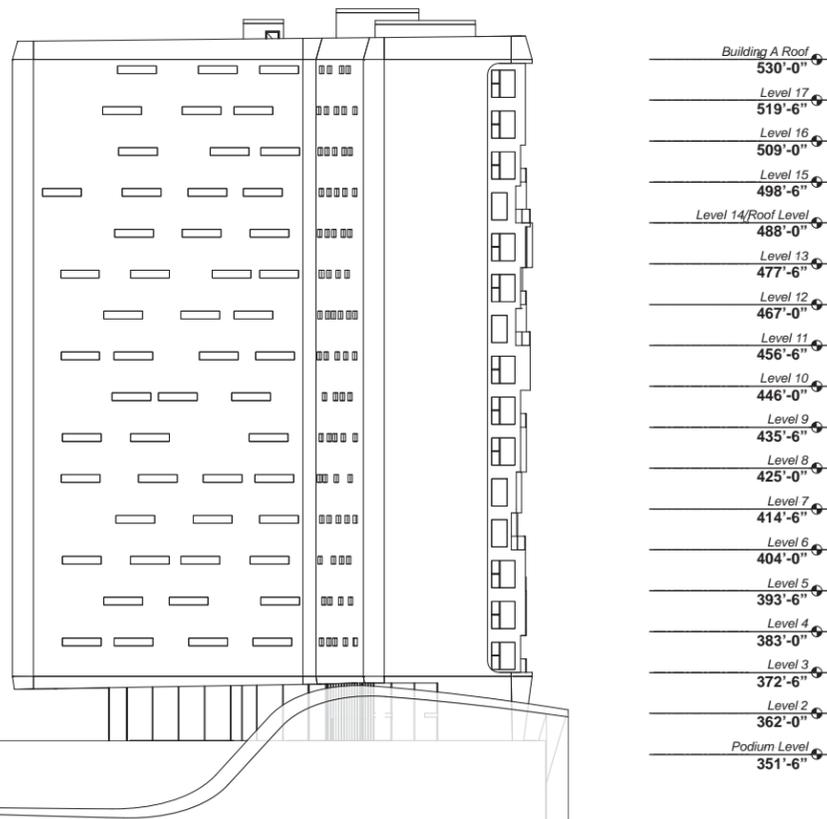
FIGURE 3.0-4



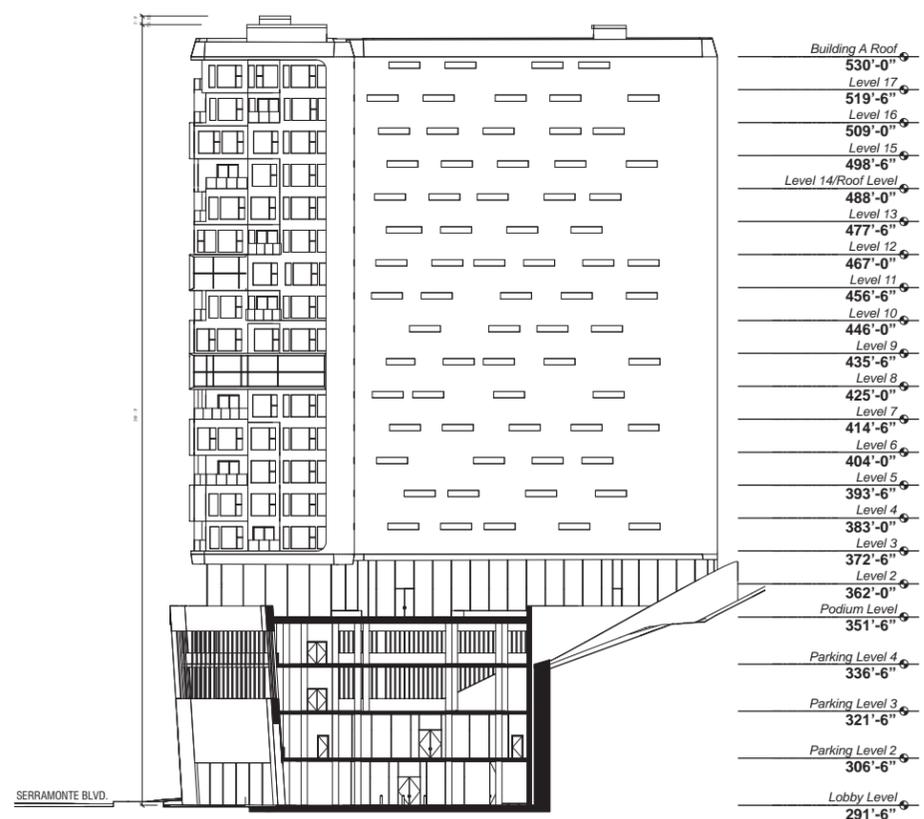
East Elevation



North Elevation

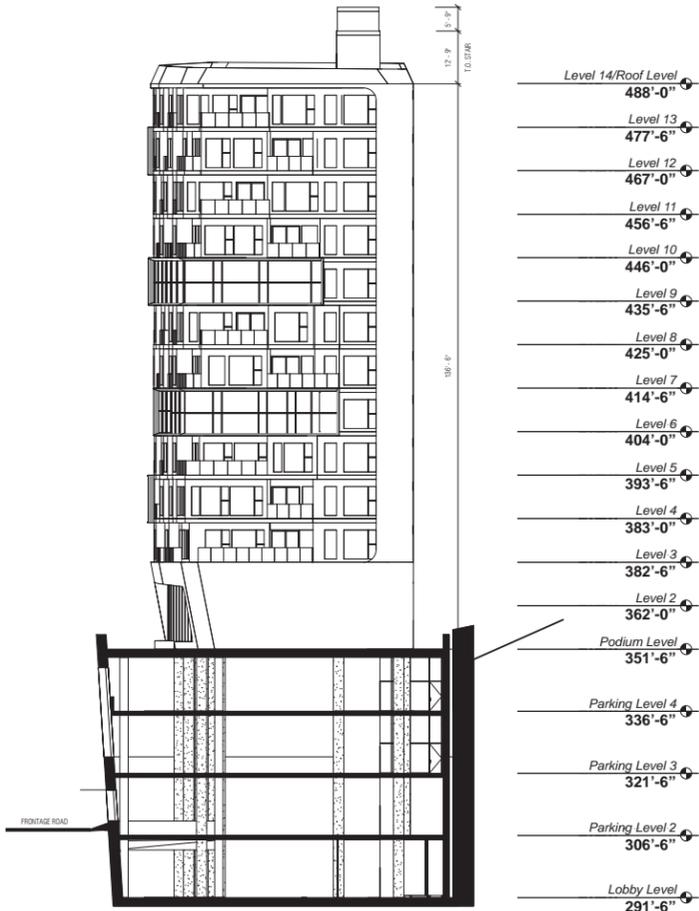


South Elevation

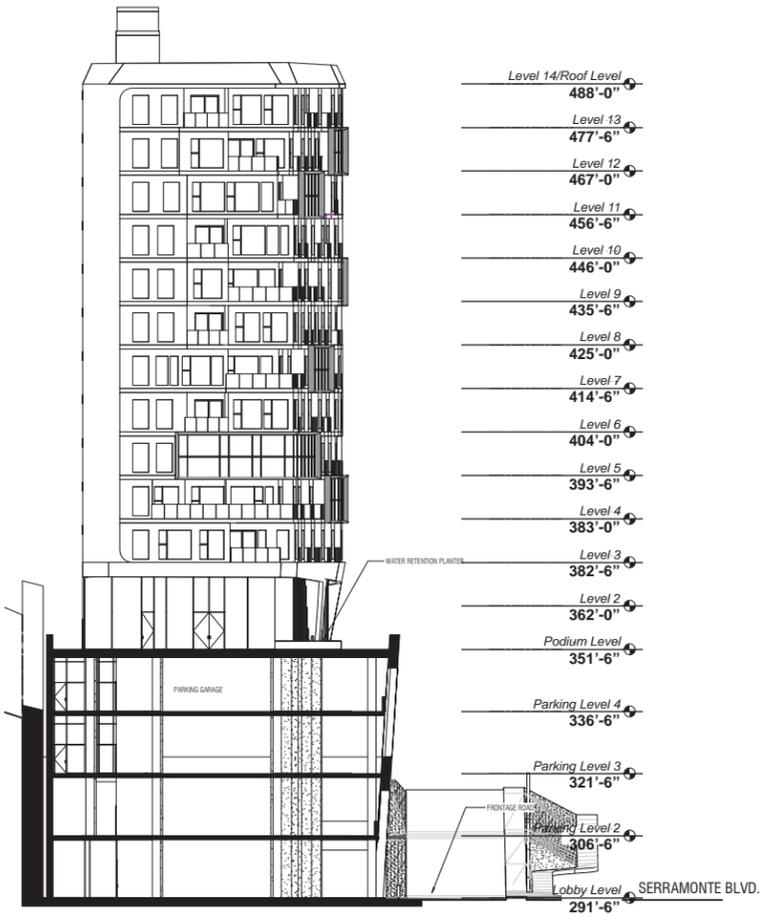


West Elevation

Source: Costa Brown Architecture., 8/22/2017.



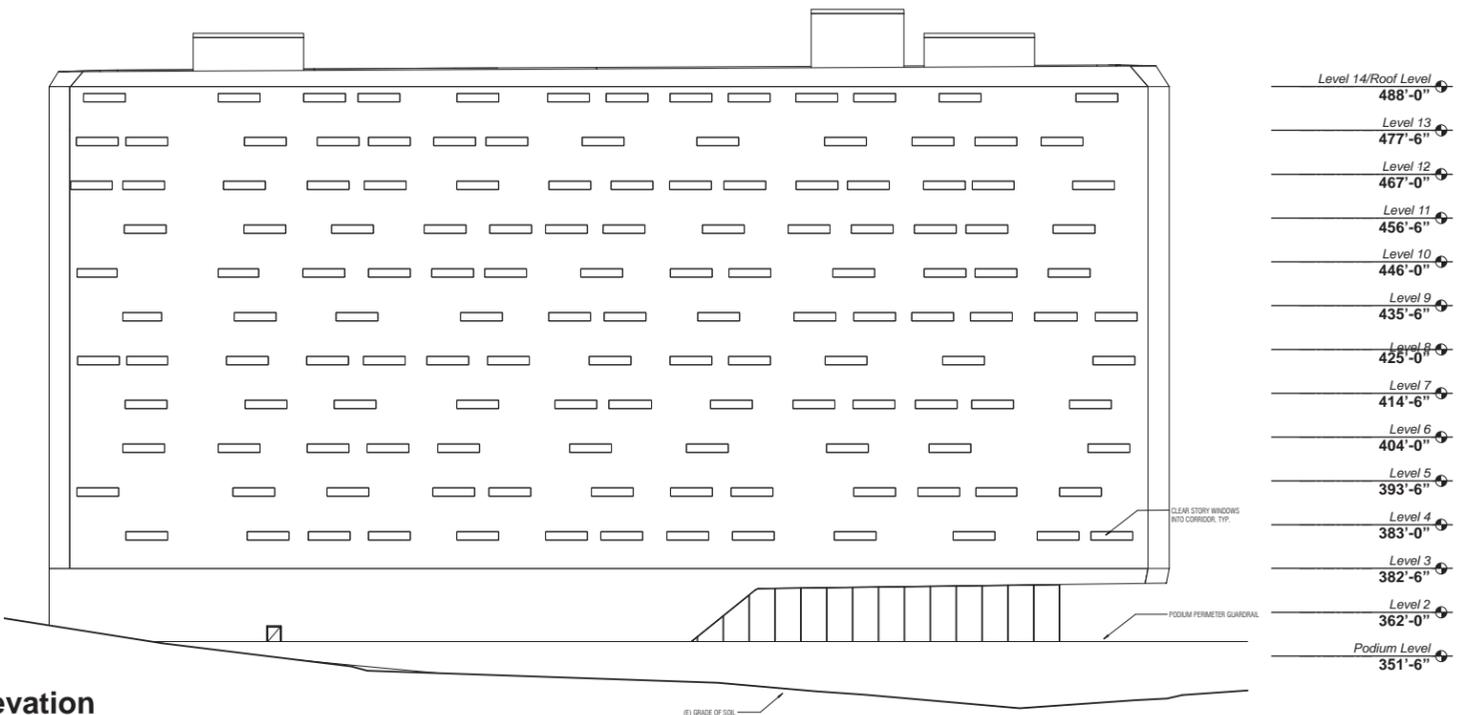
West Elevation



East Elevation

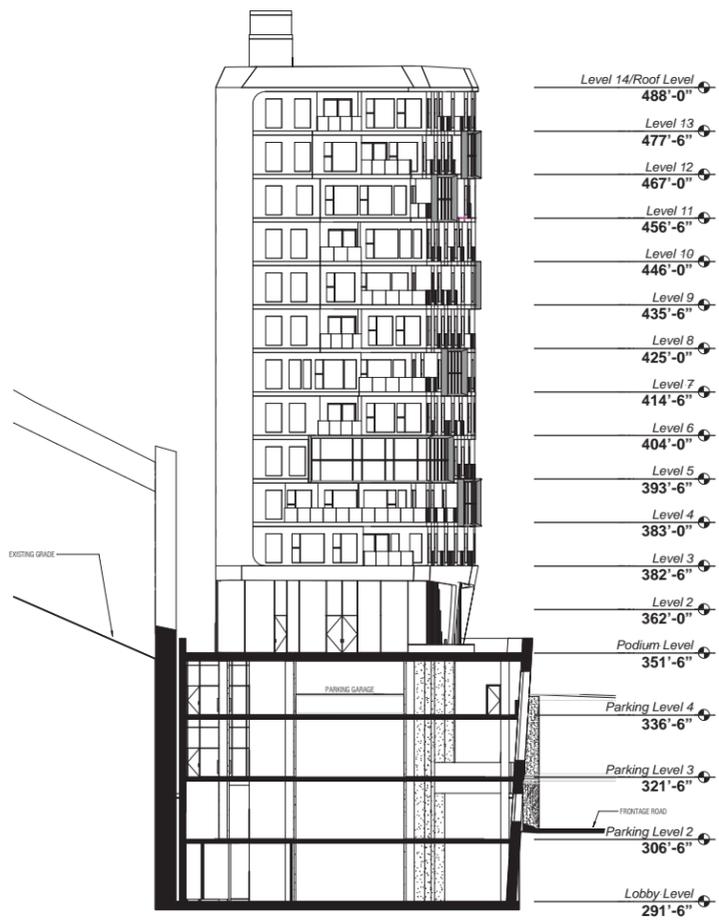


North Elevation

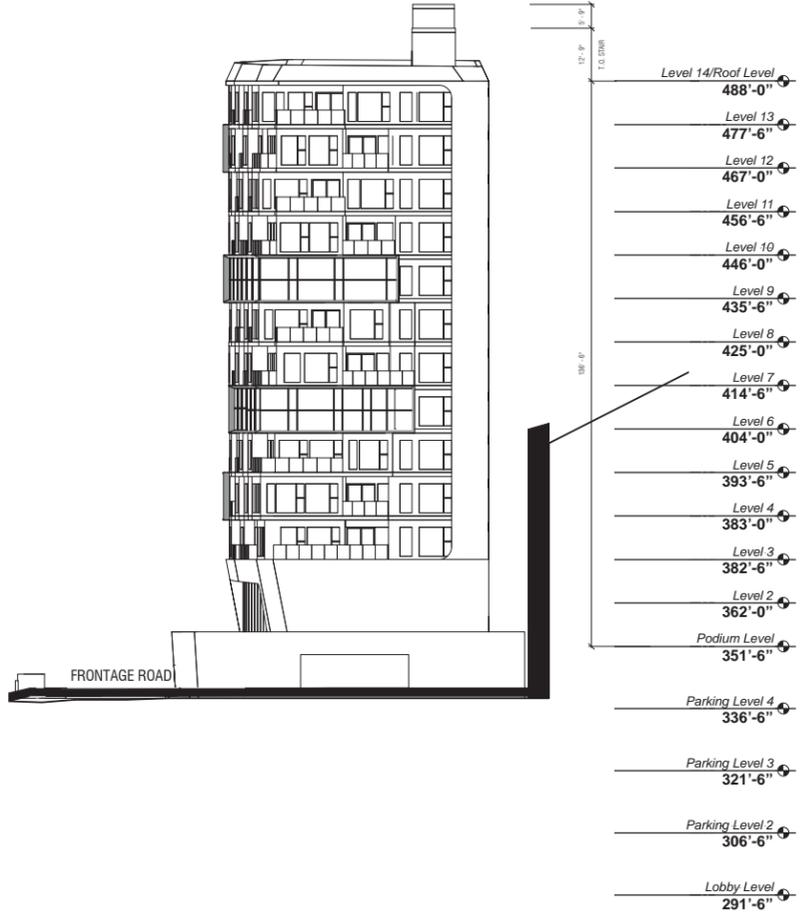


South Elevation

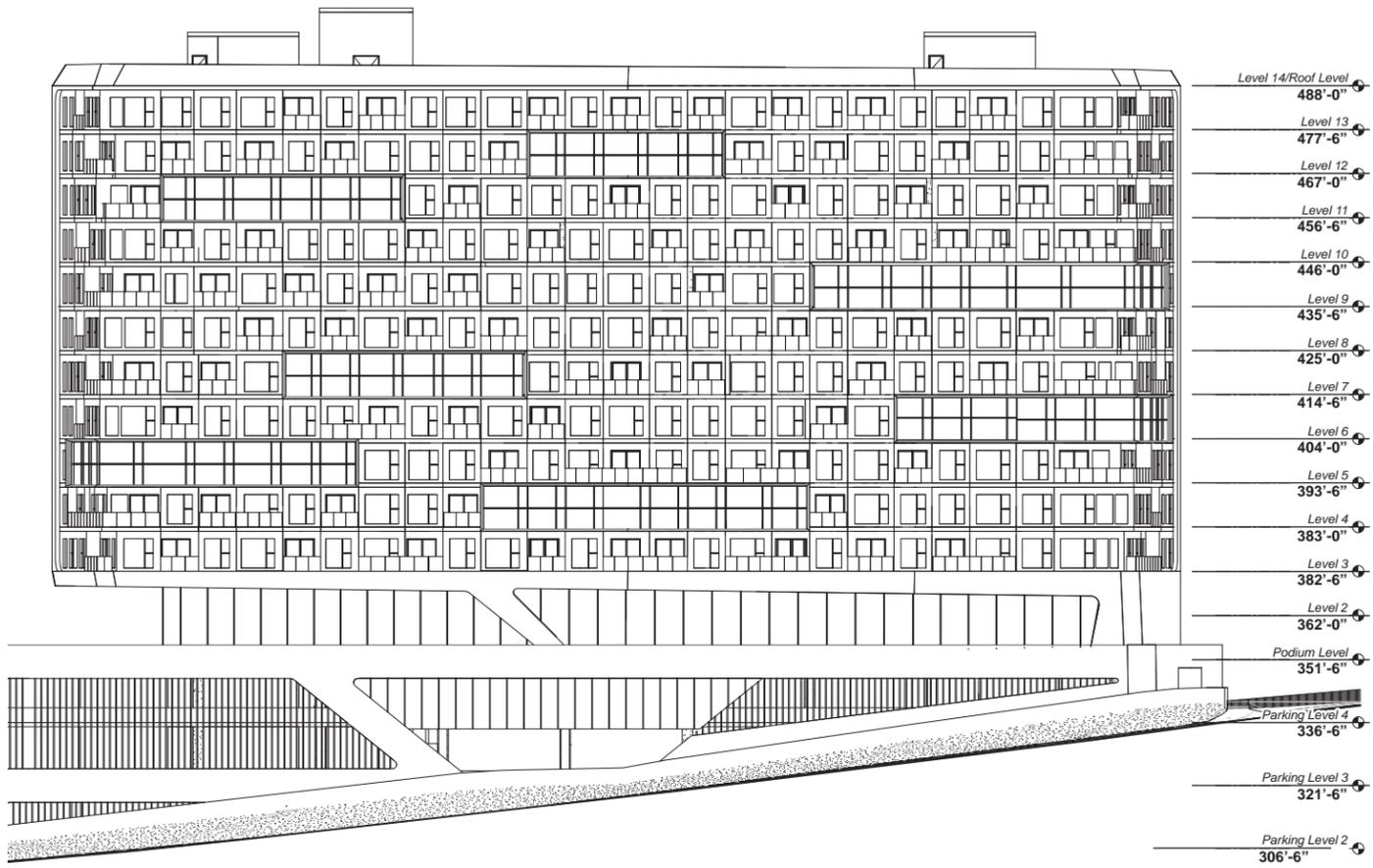
Source: Costa Brown Architecture., 8/22/2017.



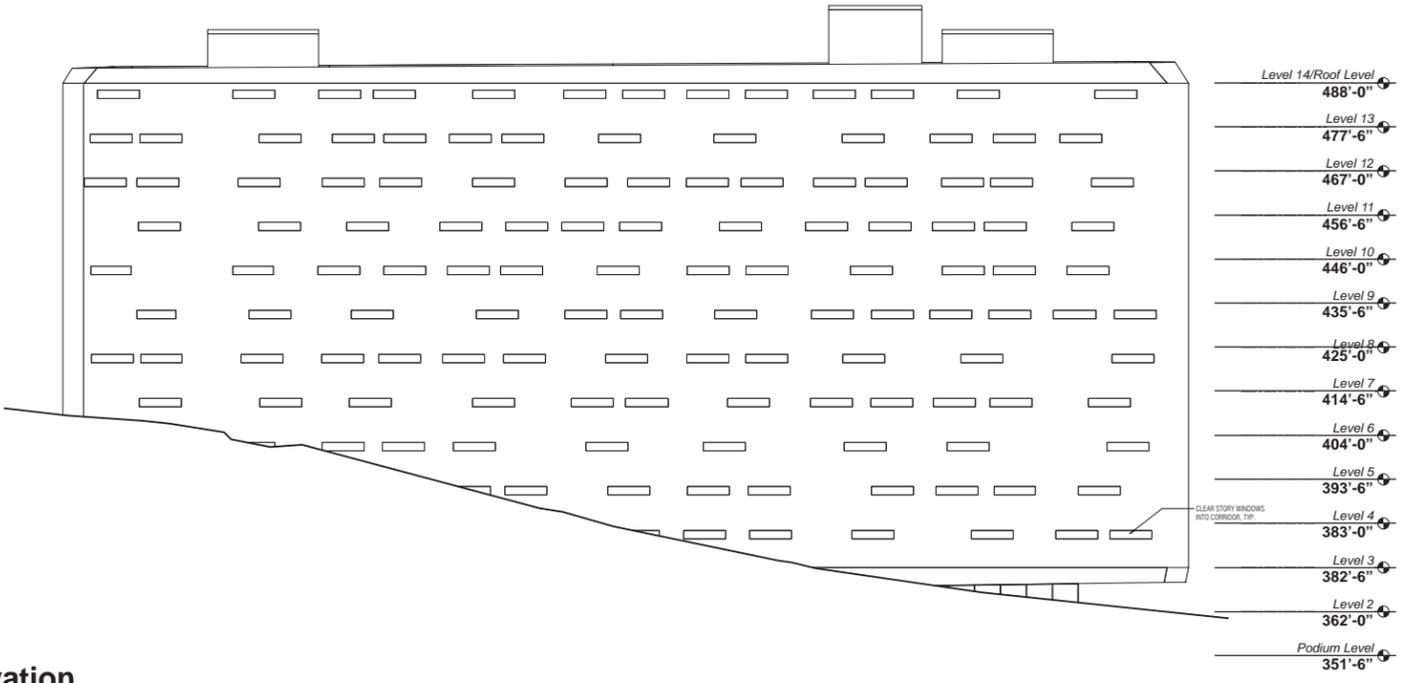
East Elevation



West Elevation



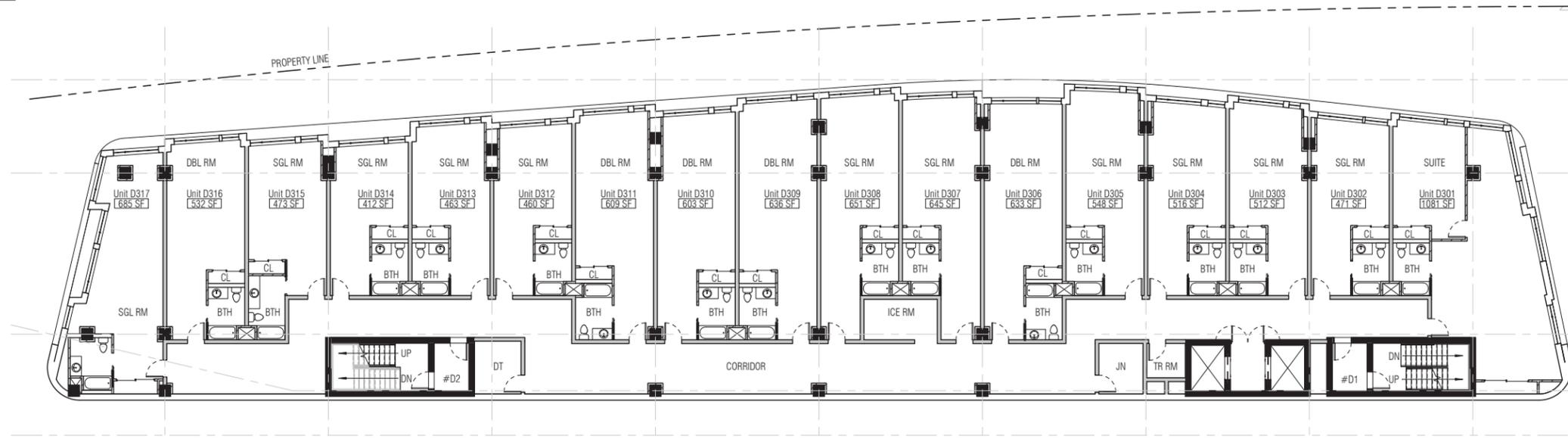
North Elevation



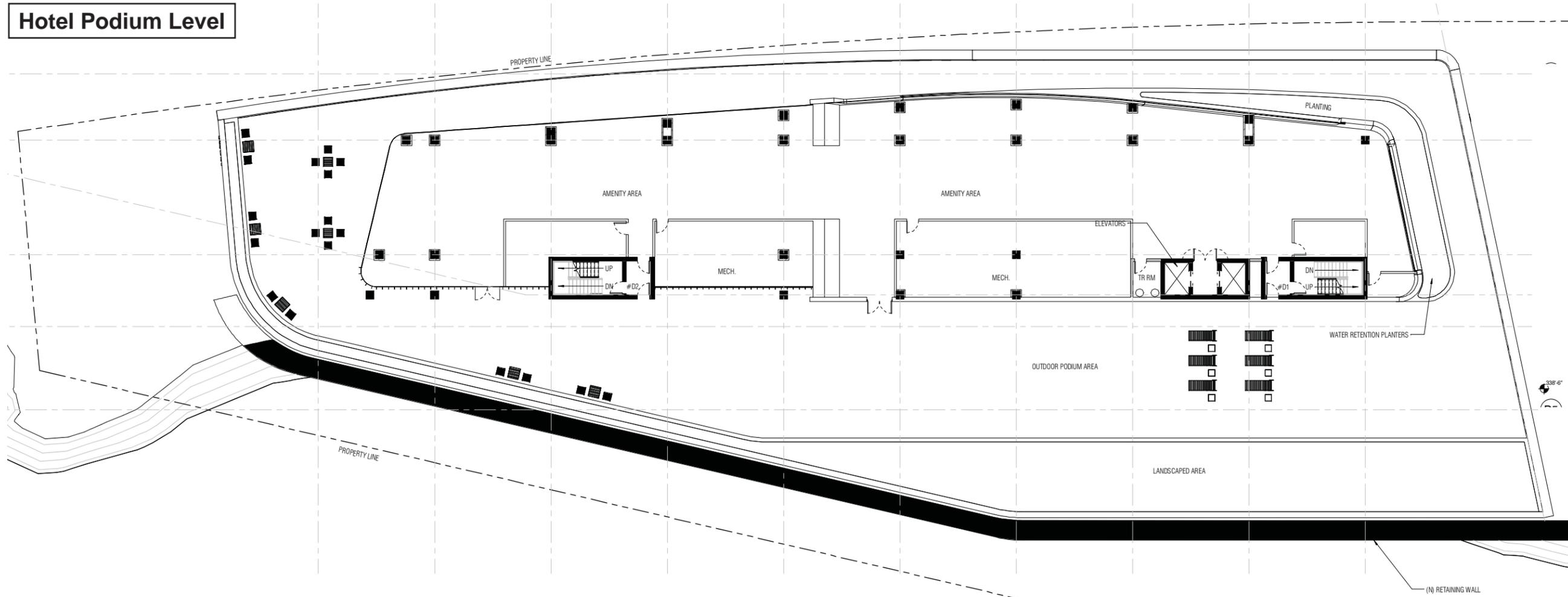
South Elevation

Source: Costa Brown Architecture, 8/22/2017.

Hotel Level 3



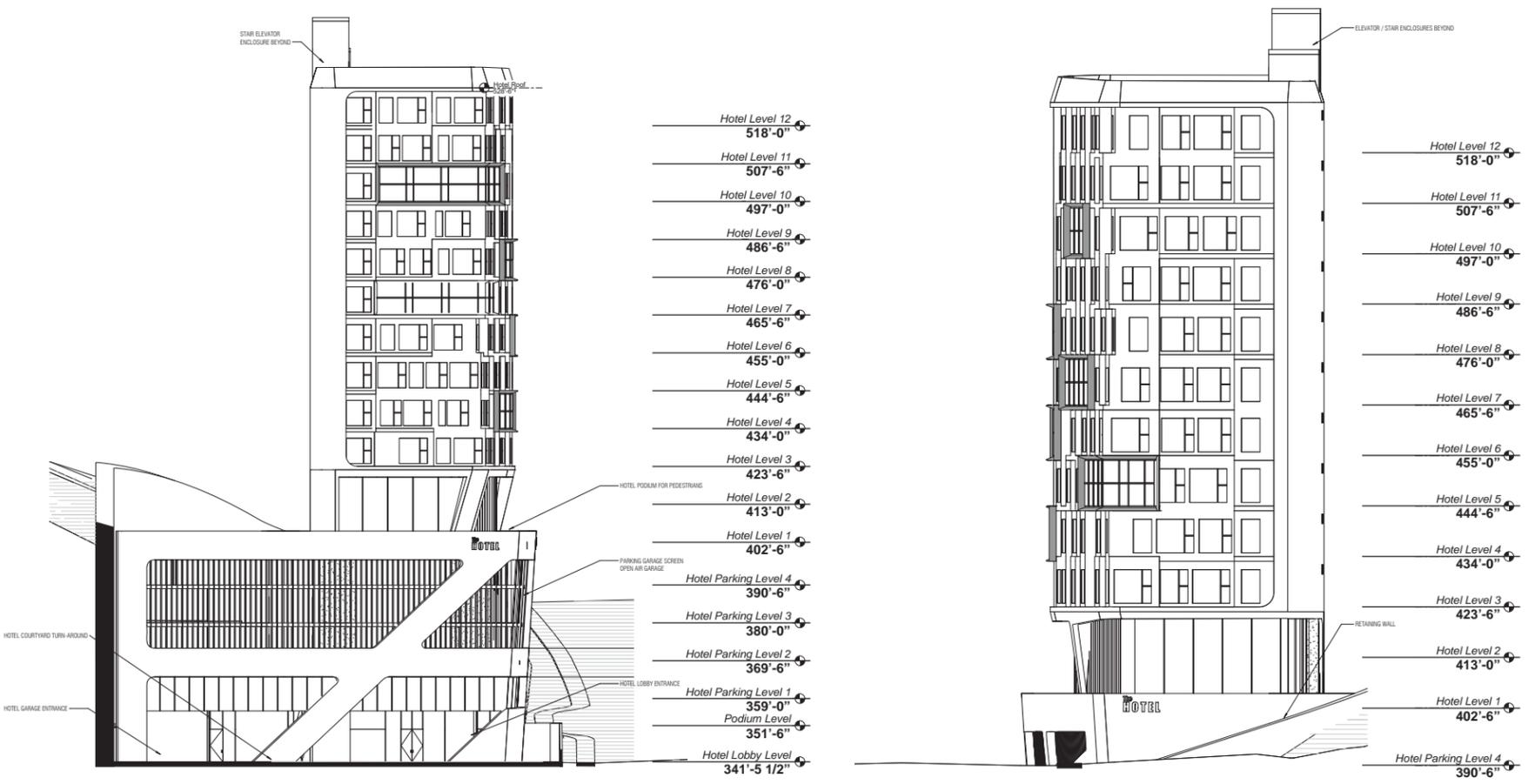
Hotel Podium Level



Source: Costa Brown Architecture, 8/22/2017.

PROPOSED HOTEL FLOOR PLAN

FIGURE 3.0-8

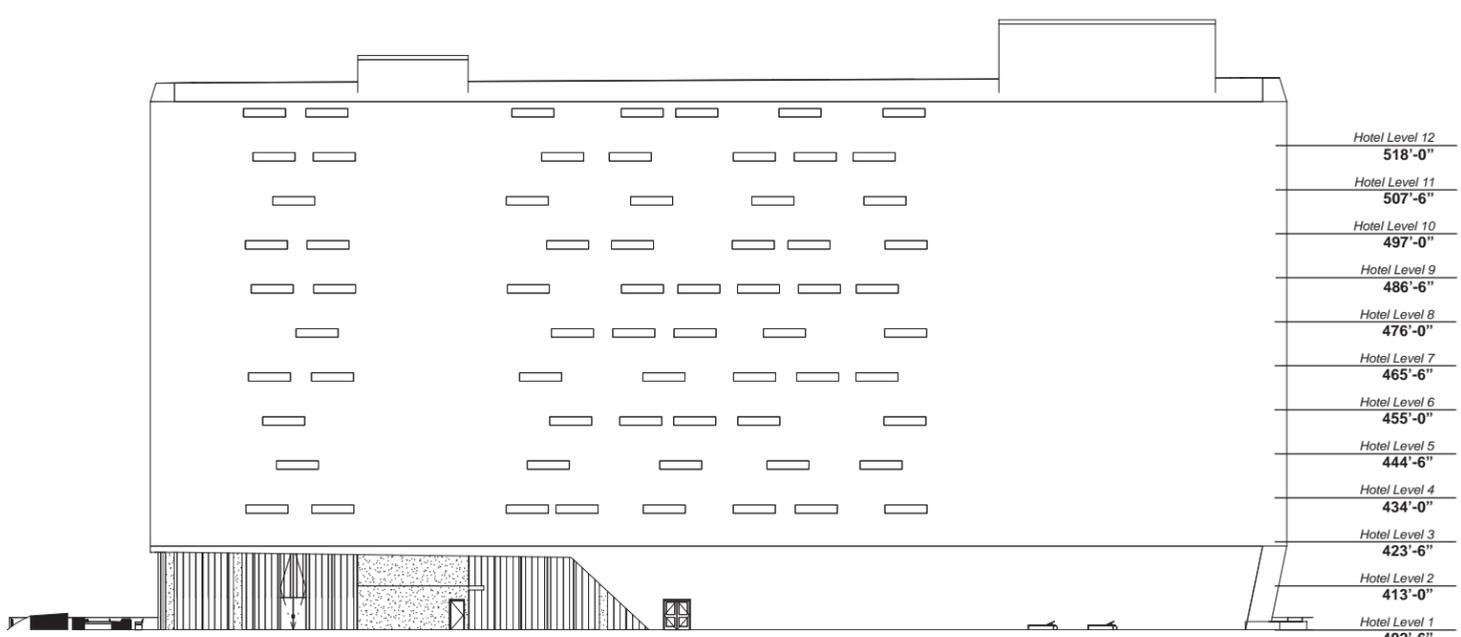


East Elevation

West Elevation



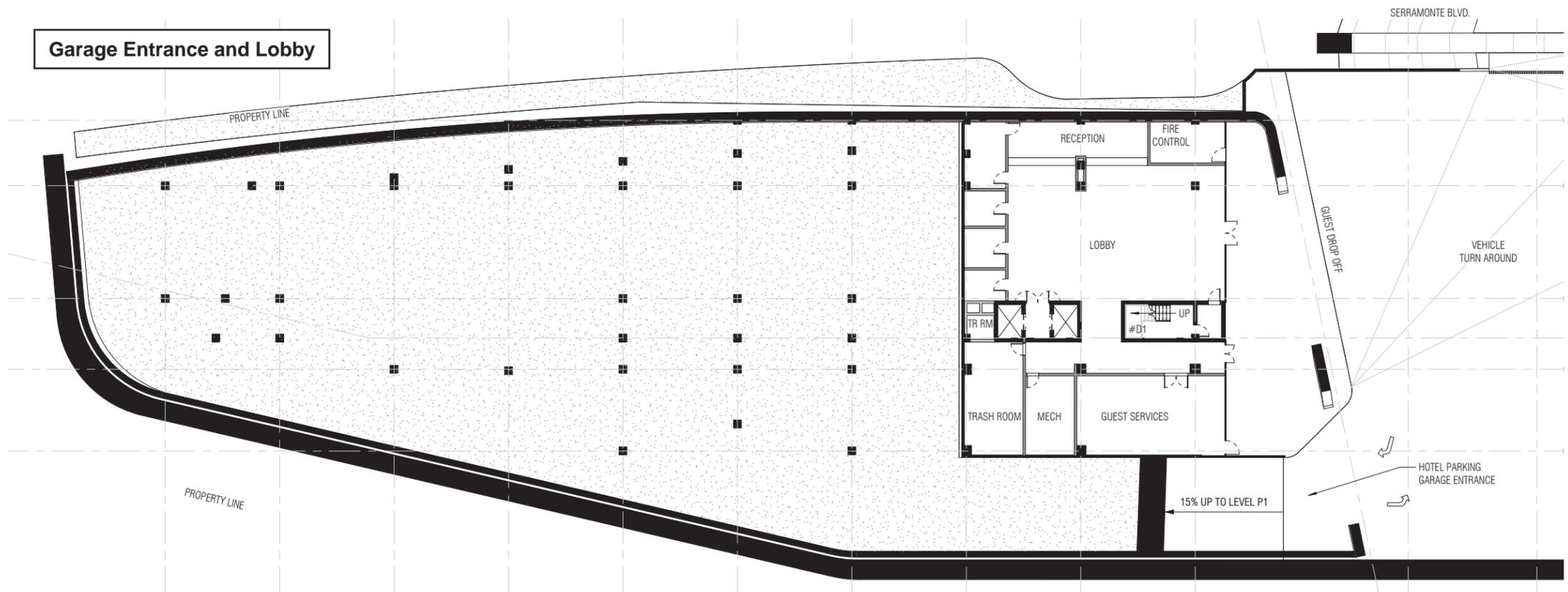
North Elevation



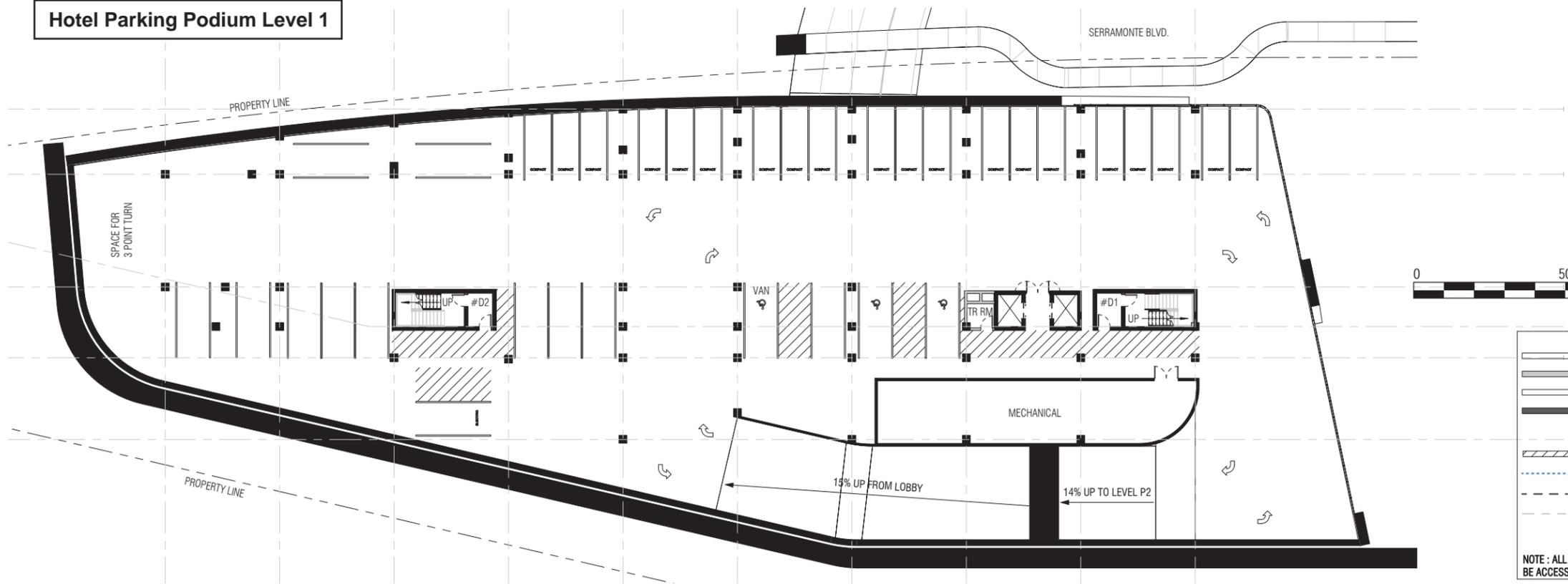
South Elevation

Source: Costa Brown Architecture., 8/22/2017.

Garage Entrance and Lobby



Hotel Parking Podium Level 1



WALL LEGEND

- FAÇADE
- INTERIOR DEMISING WALL - 1 HR. RATED
- INTERIOR WALL - NON RATED
- CORE - 2 HR RATED

ACCESSIBILITY LEGEND

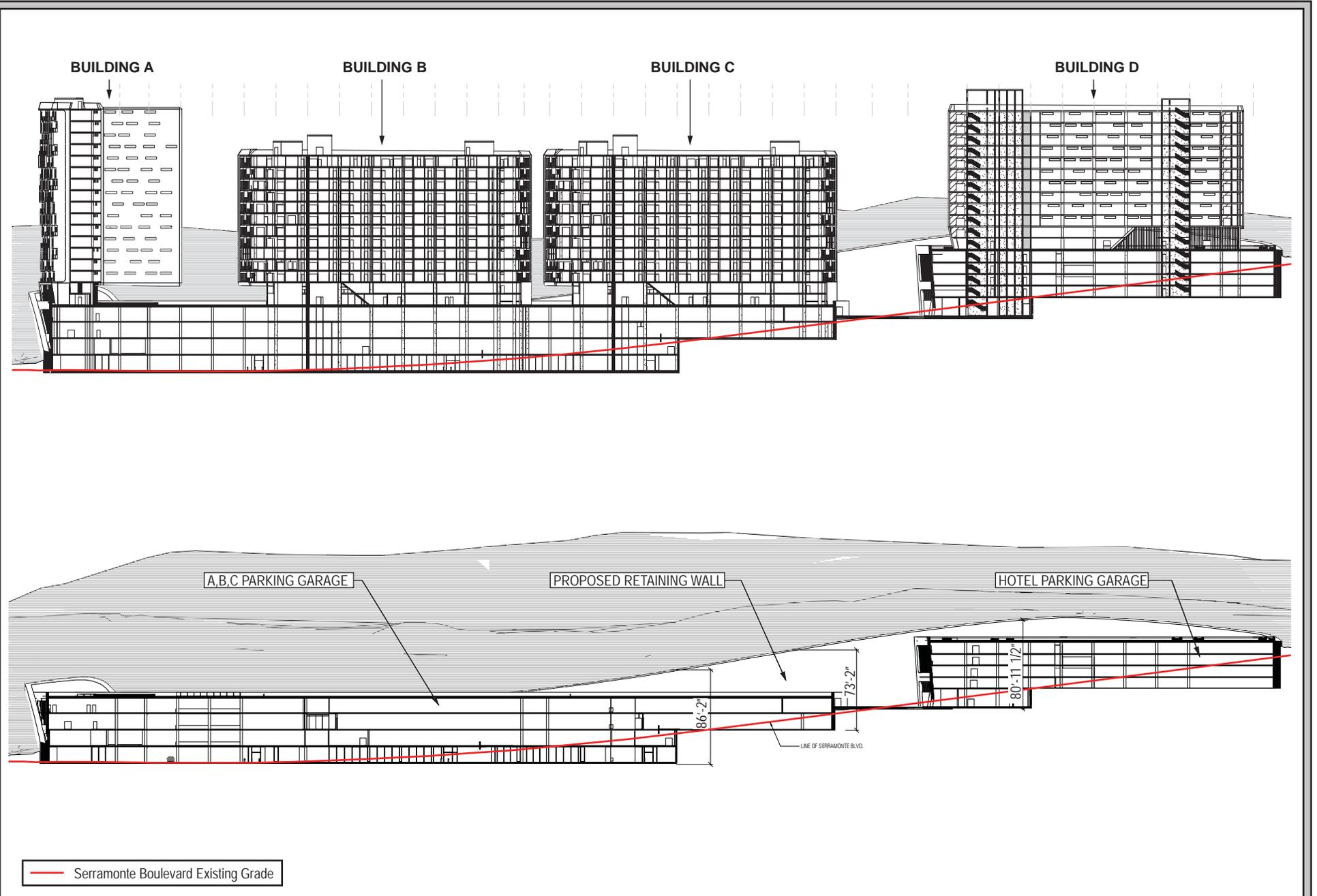
- NO PARKING - ACCESSIBLE PATH OF TRAVEL
- EXTERIOR ACCESSIBLE ROUTE
- EGRESS PATH
- PROPERTY LINE
- ACCESSIBLE ENTRANCE

NOTE: ALL REQUIRED EXITS FOR BUILDING SHALL BE ACCESSIBLE

Source: Costa Brown Architecture, 8/22/2017.

PROPOSED PARKING PODIUM

FIGURE 3.0-10



Source: Costa Brown Architecture, 8/22/2017.

RETAINING WALL SECTION FROM SERRAMONTE BOULEVARD

FIGURE 3.0-11

SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

This section describes the existing environmental conditions on and near the project area, as well as environmental impacts associated with the proposed project. The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, identifies environmental impacts that could occur if the proposed project is implemented.

The right-hand column in the checklist lists the source(s) for the answer to each question. The sources cited are identified at the end of this section. Mitigation measures are identified for all significant project impacts. Mitigation Measures are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guideline 15370).

4.1 AESTHETICS

4.1.1 Aesthetics Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
4. Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1

4.1.2 Existing Setting

The project site is located on an undeveloped hillside and surrounded by existing urban development and roadways. The project site is bounded by Serramonte Boulevard to the north, a cemetery to the south, and commercial properties to the east and west.

4.1.3 Conclusion

As proposed, the proposed project would construct three condominium structures and a hotel. The discussion of the project’s impacts on aesthetics is presented in the EIR. No further analysis will be provided in this Initial Study.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Agriculture and Forestry Resources Impacts

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	4
2. 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"/>	4
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,3
4. Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

4.2.2 Existing Setting

The project site has been vacant and undeveloped since at least 1943. According to the *San Mateo County Important Farmland 2014* map, the project site is designated as *Urban and Built-Up Land*,

meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities.¹

4.2.3 Impacts Evaluation

1. - 2. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use? Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The project site is located in an urbanized area in the City of Daly City. The project site does not include active agricultural uses, nor is the site zoned for agricultural uses. Therefore, the proposed project would have no impact on agricultural resources or operations. **(No Impact)**

3. - 4. *Would the project 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))? Would the project result in a loss of forest land or conversion of forest land to non-forest use?*

“Forest land” is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. “Timberland” means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

The project site has been vacant and undeveloped since 1943. The site and surrounding area is not used or zoned for timberland or forest land. Therefore, the project would not impact timberland or forest land. **(No Impact)**

5. *Would the project 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?*

According to the *San Mateo County Important Farmland 2014* map, the project site and surrounding area are designated as *Urban and Built-Up Land*. The development of the project site would not result in conversion of any forest or farmlands. **(No Impact)**

¹ California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2014 Map*. 2016.

4.2.4 **Conclusion**

Implementation of the proposed project would have no impacts on agricultural or forest resources.
(No Impact)

4.3 AIR QUALITY

4.3.1 Air Quality Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,5-8
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,6-8
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,6-8
4. Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,6-8
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-3,6,7

4.3.2 Existing Setting

The project site is currently undeveloped and vacant.

4.3.3 Conclusion

As proposed, the project would construct three condominium buildings and a hotel, resulting in the addition of 323 dwelling units and 176 hotel rooms. The proposed project has the potential to increase local and regional air pollutants. The new residences would also be in proximity to known toxic air contaminant sources. In addition, the project site is approximately 300 feet from sensitive receptors who could be impacted during construction.

Based on the potential to increase local and regional air pollutants and the potential exposure of existing sensitive receptors and future residents to toxic air contaminants, the proposed project could result in a significant impact to air quality. The analysis of air quality impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.4 BIOLOGICAL RESOURCES

4.4.1 Biological Resources Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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 Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-3
3. 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"/>	1-3
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, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-3
5. 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"/>	1

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.4.2 Existing Setting

4.4.2.1 Existing Conditions

The project site is located in a developed urban area of Daly City. The project site occurs on an undeveloped hillside and contains numerous mature trees on-site and along the site perimeter.

Habitats in developed urban areas are relatively low in species diversity. Species that use this habitat are urban adapted birds, such as Rock Dove, Mourning Dove, House Sparrow, Scrub Jay, and Starling. Based upon the developed habitats surrounding the site, no special-status plant or animal species are expected to be present.

Trees

The project site contains numerous mature trees on-site and along the site perimeter. However, since the project site is located on private property, and the City of Daly City does not regulate the removal of trees on private property, therefore the removal of trees on the site is not a discretionary action based on the City’s current regulations and policies.

4.4.2.2 Applicable Plans, Policies, and Regulations

Federal Endangered Species Act and California Endangered Species Act

The federal Endangered Species Act and California Endangered Species Act protect listed wildlife species from harm or “take,” which can include habitat modification or degradation that directly results in death or injury to a listed wildlife species. The long-term purpose of these laws is to ultimately restore their numbers to where they are no longer threatened or endangered.

Federal Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (FMBTA: 16 U.S.C., scc. 703, Supp. I, 1989) is part of a coordinated effort between the United States, Canada, Mexico, Japan, and Russia to help protect migratory birds in this part of the world. It prohibits killing, taking, selling, possessing, or trading in

migratory birds, except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs.

State Fish and Game Code

Birds of prey, such as owls and hawks, are protected in California under provisions of the State Fish and Game Code, Section 3503.5 (1992), which states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “taking” by the California Department of Fish and Wildlife.

City of Daly City Municipal Code

Chapter 12.40 – Urban Forestry

This chapter provides regulations to optimize the use of trees and other landscaping within the city. This chapter requires plans submitted to the City for the construction, repair, or alteration of any building, housing, or structure to include provisions for sufficient guards or protectors to prevent injury to any existing publicly owned trees, shrubs, flowers, or vines. It also imposes conditions regarding the displacement of public trees, where a comparable size tree shall be planted or a fee is paid to the City to cover the cost of replacing a removed tree.

San Bruno Mountain Habitat Conservation Plan

The San Bruno Area Habitat Conservation Plan (HCP) was executed as an Agreement in November 1982 with the US Fish and Wildlife Service, California Department of Fish and Game, County of San Mateo, the cities of Brisbane, Daly City and South San Francisco, and several private property owners. The HCP was created to provide for the indefinite perpetuation of the Mission blue butterfly and to protect habitat of the other Species of Concern. It includes the establishment of public ownership of sufficient habitat area to support the species as well as funding for the ongoing maintenance of the habitat. Funding is provided by limited development that was excluded from such habitat area and devoted to urban uses, including, among others, residential, community service, commercial and recreational uses.

Given that the San Bruno Mountain encompasses approximately 3,600 acres, with various ownerships and within various cities, the HCP presents a single unifying and coordinating document to provide protection, enhancement and funding for the entire San Bruno Mountain ecological community. The HCP provides for the perpetuation of conserved habitat areas through eradication of exotic species; re-vegetation with grassland species; effective yearly monitoring of the species of concern to control reintroduction of exotics; and patrol of the area to discourage destructive human activities.

Portions of three of the four HCP planning areas are located within the jurisdiction of Daly City (Saddle, Radio Ridge, and Guadalupe Hills). Within those areas, all designated development has been completed including Point Pacific, Village in the Park, South Hills Estates, Linda Vista, and Bay Ridge. All of this development resulted in a net gain of available habitat either through dedication, easements, or on-site restoration. Furthermore, all of these projects continue to contribute to a trust fund that is used to maintain and monitor the habitat in perpetuity.

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary.

City of Daly City General Plan Policies

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to biological resources and are applicable to the proposed project.

City of Daly City Relevant Biological Resource Policies

Policies	Description
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.
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 RME-16:	The City shall continue to recognize the importance of the San Bruno Mountain Habitat Conservation Plan (HCP), uphold the integrity of the concepts behind the plan, and respect the agreements that serve to implement it.

4.4.3 Impacts Evaluation

- Would the project 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 (CDFW) and Wildlife or US Fish and Wildlife Service?*

The project site is located on an undeveloped hillside on human-disturbed land. No sensitive habitats or habitats suitable for special-status plants or wildlife species occur within or adjacent to the project site. The project would not directly result in impacts to special-status species.

The mature trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction of the project during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

Impact BIO – 1: The project may disturb nesting birds on and adjacent to the site during construction. **(Significant Impact)**

Mitigation Measures: The project will be required to implement the following mitigation measures to reduce impacts to raptors and migratory birds to a less than significant level:

MM BIO – 1.1: In order to protect nesting birds on and adjacent to the project site the following measures will be implemented:

- Pre-construction nesting bird surveys shall be completed prior to tree removal if removal or construction is proposed to commence during the breeding season (February 1 to August 31) in order to avoid impacts to nesting birds. Surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and within 250 feet of the project boundary.
- If an active nest is found in an area that would be disturbed by construction, the ornithologist shall designate an adequate buffer zone (~250 feet) to be established around the nest, in consultation with the California Department of Fish and Wildlife (CDFW). The buffer would ensure that nests shall not be disturbed until the young have fledged (left the nest), the nest is vacated, and there is no evidence of second nesting attempts.
- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Community Development, prior to the issuance of a grading permit or demolition permit.

Conformance to State and federal law protecting nesting birds would reduce potential impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

2. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*

The project site is located on an undeveloped hillside and does not contain any riparian habitats or other sensitive natural communities. **(No Impact)**

3. *Would the project 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?*

The project site is undeveloped hillside and devoid of wetlands, marshes, or vernal pools. The project would not impact any federally protected wetlands under the Clean Water Act. **(No Impact)**

4. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?*

The project site is located in an urban area and does not support any watercourse, river, or provide substantial habitat that facilitates the movement of any native resident or migratory fish or wildlife species, other than birds which are discussed in Section 4.4.3(a) above. The project site is fully developed and contains limited potential to serve as a migratory corridor for wildlife. **(No Impact)**

5. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

On-Site Trees

The project site contains numerous mature trees on-site and along the site perimeter. The project proposes to add several landscaped retention areas on the project site to increase permeability. Since the project site is located on private property, and the City of Daly City does not regulate the removal of trees on private land, therefore the removal of trees on the site is not a discretionary action based on the City's current regulations and policies. The impact to on-site trees would be less than significant according to City policy. **(Less Than Significant Impact)**

Off-Site Trees

Since the City of Daly City does not regulate the removal of trees on private property, the removal of adjacent trees on private property is not a discretionary action based on the City's current regulations and policies. The project site would require substantial grading to

accommodate the structures, therefore three trees along the eastern property line would likely be removed, subject to agreement by the adjacent property owner. **(Less Than Significant Impact)**

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?*

The project site is approximately 1.5 miles southwest of the San Bruno HCP boundary. Therefore, the project would not conflict with the provisions of an adopted HCP. **(No Impact)**

4.4.4 Conclusion

With implementation of the identified mitigation measure (MM BIO-1.1), the project would have a less than significant impact on biological resources. **(Less Than Significant Impact With Mitigation Measures Incorporated)**

4.5 CULTURAL RESOURCES

4.5.1 Cultural Resources Environmental Checklist

	Potential Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
5. 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 a California Native American tribe, and that is:					
a) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
b) 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 this criteria, the significance of the resource to a California Native American tribe shall be considered.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.5.2 Existing Setting

Cultural resources are evidence of past human occupation and activity and include both historical and archaeological resources. These resources may be located above ground or underground and have significance in the history, prehistory, architecture, or culture of the nation, State of California, or local or tribal communities.

Paleontological resources are fossils, the remains or traces of prehistoric life preserved in the geologic record. They range from the well-known and well publicized (such as mammoth and dinosaur bones) to scientifically important fossils.

The City of Daly City is located in the northwest corner of San Mateo County. The City is urbanized with a variety of residential, commercial, and institutional land uses and has varying topography ranging from relatively flat in the northwest to steep hills in the south, northeast, and along the coast.

The project site is located on an undeveloped hillside in an urban region of the city. The project site is not considered an historic resource under CEQA Guidelines Section 15064(c), nor are any properties in the vicinity listed in the National Register of Historic Places or California Register of Historic Resources. There are no archaeological or paleontological sites that have been recorded on or immediately adjacent to the project site.

4.5.2.1 *Applicable Plans, Policies, and Regulations*

National Register of Historic Places

The National Register of Historic Places (National Register or NRHP) is the nation's most comprehensive list of historic resources and includes historic resources significant in American history, architecture, archeology, engineering and culture, at the local, state, and national level. National Register Bulletin Number 15, *How to Apply the National Register Criteria for Evaluation*, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context" and second, the property must retain integrity of those features necessary to convey its significance.

The National Register identifies four possible context types or criteria, at least one of which must be applicable at the national, state, or local level. As listed under Section 8, "Statement of Significance," of the National Register Registration Form, these are:

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important to prehistory or history.

Second, for a property to qualify under the National Register's Criteria for Evaluation, it must also retain historic integrity of those features necessary to convey its significance. While a property's significance relates to its role within a specific historic context, its integrity refers to a property's physical features and how they relate to its significance. To determine if a property retains the physical characteristics corresponding to its historic context, the National Register has identified seven aspects of integrity:

1. Location – the place where the historic property was constructed or the place where the historic event occurred;
2. Design – the combination of elements that create the form, plan, space, structure, and style of a property;
3. Setting – the physical environment of a historic property;
4. Materials – the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property;
5. Workmanship – the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory;
6. Feeling – a property's expression of the aesthetic or historic sense of a particular period of time; and
7. Association – the direct link between an important historic event or person and a historic property.

California Register of Historic Resources (CRHR)

The CRHR establishes a list of properties that are to be protected from substantial adverse change (PRC Section 5024.1). The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and state processes. The context types to be used when establishing the significance of a property for listing on the California Register are very similar, with emphasis on local and state significance. They are:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;
2. It is associated with the lives of persons important to local, California, or national history;
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or is likely to yield, information important to prehistory or history of the local area, California, or the nation.

Assembly Bill 52

As of July 1, 2015, Lead Agencies are required to address a project's impacts on tribal cultural resources consistent with Assembly Bill (AB) 52. The Public Resources Code Section 21074 defines tribal cultural resources as:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a) Included or determined to be eligible for inclusion in the CRHR.
 - b) Included in a local register of historical resources as defined in subdivision (k) of the Public Resources Code Division 5, Article 2, Section 5020.1.
- 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 Division 5, Article 2, Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. SB 18 tribal consultation was initiated by the City in May 2017. The City received no comment.

4.5.3 Impacts Evaluation

1. *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15063.5?*

The project site is located on an undeveloped hillside. There are no historic structures (i.e. CRHR or Daly City listed structures or sites) present on or adjacent to the project site. (**Less Than Significant Impact**)

- 2-4. *Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15063.5? Would the project disturb any human remains, including those interred outside of formal cemeteries? Would the project directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?*

Based on the identification of archaeological resources in the City of Daly City according to the NWIC, there are no known archaeological resources within the boundaries of the project

site. Project-related grading and excavation during construction could result in significant impacts, if any unknown culturally significant sites are discovered. If remains were unearthed during project construction, damage to or destruction of significant archaeological remains would be a potentially significant impact.

The site has no known human remains, including those interred outside of formal cemeteries. The project site is adjacent to a Chinese Cemetery, therefore, it is possible, though unlikely, that the presence of human remains may be discovered during site excavation and grading. The proposed project requires excavation of up to approximately 70 feet below ground surface for the buildings' parking garage, therefore there is a low likelihood that human remains will be encountered.

Paleontological resources are the fossilized remains and/or traces of prehistoric plant and animal life exclusive of human remains or artifacts. Fossil remains, such as bones, teeth, shells, and wood, are found in geologic deposits (rock formations). Because the proposed project includes excavation into bedrock, discovery is possible of significant fossils even in areas of supposed low sensitivity.

Impact CUL-1: Construction of the proposed project and associated off-site improvements could result in significant impacts to archaeological resources, unique paleontological resources/sites, unique geologic features, or human remains, if present on-site. **(Significant Impact)**

Mitigation Measure: The project shall implement the following mitigation measures to ensure project impacts to cultural resources are reduced to a less than significant level:

MM CUL-1.1: *Unique Paleontological and/or Geologic Features and Reporting.* Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City Planning Manager notified immediately. A qualified paleontologist shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. The identified mitigation measures shall be implemented. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is carried out. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

MM CUL-1.2: *Undiscovered Archaeological Resources.* If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil

representing past human activity (“midden”), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City Planning Manager shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior’s Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-1.3: *Human Remains.* If human remains are discovered at any project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City Planning Manager and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California’s Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of Daly City shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of Daly City, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

MM CUL-1.4: *Report of Archaeological Resources.* If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City’s Planning Manager prior to issuance of building permits. This report shall contain a description

of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources. **(Less Than Significant Impact With Mitigation)**

5. *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 a California Native American tribe, and that is: (1) 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 (2) 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.*

No tribes have requested notice under AB 52 of projects within the geographic area encompassing the project site, nor have any tribes responded to the City as part of the SB 18 consultation undertaken by the City. No known tribal cultural resources are located at the project site. For these reasons, the project would result in no impact to tribal cultural resources. **(No Impact)**

4.5.4 **Conclusion**

Construction of the proposed development, with the implementation of mitigation measures CUL-1.1 through CUL-1.4, would not result in a significant impact to buried cultural or paleontological resources. **(Less Than Significant Impact With Mitigation Measures Incorporated)**

The project would not result in a significant impact to historic resources or to tribal cultural resources. **(Less Than Significant Impact)**

4.6 GEOLOGY AND SOILS

4.6.1 Geology and Soils Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a. Rupture of a known earthquake fault, as described 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
b. Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
c. Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
d. Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
2. Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
3. Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11
4. Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9-11

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

4.6.2 Existing Setting

The topography in the immediate vicinity of the project site is typified by undulating hills. Ground surface elevations near the project site generally range from 200 to 500 feet above mean sea level (amsl), whereas the San Bruno Mountains to the northeast locally attain elevations in excess of 1,300 feet amsl. Much of the runoff in the Project vicinity flows east to Colma Creek, whose southeast-trending drainage eventually discharges to San Francisco Bay.

4.6.3 Conclusion

As proposed, the project would construct three condominium structures and a hotel with up to four levels of parking varying from at-grade to up to 70 feet below grade. Project impacts associated with seismicity and seismic related hazards, landslides, soil erosion, and groundwater are presented in the EIR. No further analysis will be provided in this Initial Study.

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Greenhouse Gas Emissions Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

4.7.2 Existing Setting

The project site is currently vacant and undeveloped. The site is covered with dense vegetation and mature trees. The site does not generate greenhouse gases associated with anthropogenic activities.

4.7.3 Conclusion

Development of the proposed project will result in an increase in greenhouse gas emissions associated with project construction and operation. This analysis is presented in the EIR. No further analysis will be provided in this Initial Study.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based on a Phase I Environmental Site Assessment prepared by *AEI Consultants* in December 2014. A copy of this report is included as Appendix B-1 of this Initial Study.

4.8.1 Hazards and Hazardous Materials Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. 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"/>	1
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
3. 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
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, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,12
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, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,13
6. For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	13

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
7. 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"/>	1,2
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.8.2 Existing Setting

4.8.2.1 Background

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include motor oil and fuel, metals (e.g., lead, mercury, arsenic), asbestos, pesticides, herbicides, and chemical compounds used in manufacturing and other activities. A substance may be considered hazardous if, due to its chemical and/or physical properties, it poses a substantial hazard when it is improperly treated, stored, transported, disposed of, or released into the atmosphere in the event of an accident. Determining if such substances are present on or near project sites is important because exposure to hazardous materials above regulatory thresholds can result in adverse health effects on humans, as well as harm to plant and wildlife ecology.

4.8.2.2 Site Conditions

Historic Uses and Known Contamination

The 6.07-acre project site appears to have consisted of vacant and undeveloped land since at least 1943. No known contamination has been recorded on the property.

4.8.2.3 Off-site Sources of Contamination

According to a Phase I Environmental Site Assessment, the Triton gas station (to the west and upslope of the project site) was identified as a small quantity generator of hazardous wastes in 2011, generating between 100 and 1,000 kilograms of ignitable hazardous wastes during any calendar month.

According to Leaking Underground Storage Tank (LUST) documentation for the Triton gas station site, one 550-gallon waste underground storage tank (UST) was removed from the site in 1987. Soil samples taken during removal revealed contaminant concentrations of 160 mg/kg of TPHD, 5,500 mg/kg of total oil and grease (TOG), and 30 mg/kg of total lead. Soils in the vicinity were subsequently excavated and stockpiled on site to allow attenuation. One 8,000-gallon, one 6,000-gallon, and two 5,000-gallon gasoline USTs were also removed from the site in 1991. Twelve soil samples were taken from the area, which revealed concentrations of benzene at 0.11 mg/kg around the westernmost UST removal location. Soil samples were also taken from around the piping trench and dispensers, which revealed a concentration of 4,100 mg/kg TPH-G in soils at five (5) feet below ground surface (bgs) around the vapor piping trench. Soils in the areas of confirmed contamination were over-excavated and were either stockpiled and left to attenuate or were disposed of off-site. No groundwater was encountered during any excavation activities.

A final soil sample collected at 64.5 feet bgs detected a maximum concentration of 0.24 mg/kg benzene; no other contaminants of concern were detected. According to a January 2000 San Mateo Groundwater Protection Program Closure Memorandum for the site, “it is unlikely that any contamination from the remaining soil...will be transported to the groundwater and travel towards the San Francisco Bay.” The Memorandum concludes to state that “[t]his case is considered a low-risk groundwater case.” The site was then granted case closure by the San Mateo County Local Oversight Program (SMCLOP) and the San Francisco Bay Regional Water Quality Control Board (RWQCB) in September of 2001. Based on the closed status of the LUST case and the cleanup activities completed, this site is not expected to represent a significant environmental concern.

4.8.2.4 Other Hazards

Airports

The San Francisco International Airport is located approximately 6.5 miles southeast of the project site. Federal Aviation Regulations, Part 77, “Objects Affecting Navigable Airspace” (referred to as FAR Part 77), requires that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport’s runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review. The proposed project has a height of approximately 252 feet, therefore, notification to the FAA would be required.

Any proposed land use policy actions, including the proposed General Plan amendment/rezoning, that affect properties within the ALUCP Area B boundary in Daly City must be referred to the C/CAG Board for an ALUCP consistency review and determination. The Plan would first go to the C/CAG Airport Land Use Committee for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the project content of the General Plan amendment with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board consistency determination must occur before the Daly City

City Council can approve the proposed project. If the C/CAG Board determines the project inconsistent, the City Council can override the Board's determination with a supermajority vote.

Wildland Fire Hazards

The project site is not located within a Very-High Fire Hazard Severity Zone for wildland fires.

4.8.2.5 *Applicable Hazardous Materials and Hazards Regulations and Policies*

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), initially authorized in 1976, gives the U.S. EPA the authority to control hazardous waste from "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled the U.S. EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) regulates hazardous waste, remediation of existing contamination, and evaluates procedures to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning. From these laws and regulations, DTSC develops guidelines and regulations that define what those who handle hazardous waste must do to comply with the laws. These rulemakings are subject to public review and comment.

Government Code §65962.5 (Cortese List)

Section 65962.5 of the Government Code requires the California Environmental Protection Agency (Cal EPA) to develop and update (at least annually) a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and the Department of Resources Recycling and Recovery (CalRecycle).

Based on a Phase I report prepared by *AEI Consultants*, the project site is not included on the hazardous materials sites list compiled per Government Code (Section 65962.5).

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

City of Daly City Relevant Hazardous Material Policies

Policy	Description
Policy LU-18	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
Task LU-18.1	Ensure that potentially significant environmental impacts associated with development proposals are properly mitigated through conditions of approval, mitigation measures, project design, or project denial. In cases where the impacts may not be completely preventable but will not significantly disrupt the community, the City may recognize that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.
Policy SE-4.2	Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation in the Fire Prevention Services Bureau within the City.
Policy SE-4.6	Require the preparation of a risk assessment to determine site suitability for applications for hazardous materials waste management facilities. Establish the distance requirements for these facilities from public assembly, residential or immobile population and recreation areas and structures. Access impacts from seismic, geologic, and flood hazards, impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.

4.8.3 Impacts Evaluation

1. – 2. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Would the project 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?*

The proposed condominium and hotel development would not involve the transport, use, storage or disposal of reportable quantities of hazardous materials. Residents would likely use and store small quantities of household hazardous wastes (i.e., ammonia, paints, oils) which would not be considered significant. During construction, the project may store fuels and chemicals used in the construction of the proposed buildings.

Dewatering would be required during excavation and construction, which requires disposal of the water pumped from the project site. The statewide Construction General Permit (described further in *Section 4.9, Hydrology and Water Quality*) authorizes certain non-stormwater discharges to surface waters during construction, including uncontaminated

groundwater dewatering. If groundwater is not disposed of properly, it could pose a potentially significant impact to human health and to the surrounding environment.

Impact HAZ - 1: Groundwater beneath the project could be contaminated, therefore disposal of groundwater generated by excavation dewatering activities could pose a significant hazard to human health and to the surrounding environment. **(Significant Impact)**

The following measures would be implemented as part of the project:

MM HAZ-1.1: The project applicant shall prepare a dewatering plan to ensure analysis and proper treatment and disposal of groundwater. The plan shall include research into permitting, testing, and handling requirements for disposal of groundwater generated by excavation dewatering activities. Treatment of groundwater will either be at the North San Mateo County Sanitation District Facility or through use of on-site treatment (e.g. pumped into filtration units) prior to discharge to the stormwater system.

Implementation of this mitigation would ensure that contaminated groundwater is not released into the surrounding environment. **(Less Than Significant Impact With Mitigation Incorporated)**

3. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

There are no schools located within one-quarter mile of the proposed project. **(No Impact)**

4. *Would the project 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?*

The project is not located on a site which is included on a list of hazardous materials sites and, therefore, is not anticipated to have any impact on adjacent uses from existing conditions on the site. **(Less Than Significant Impact)**

5. - 6. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

The project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Based on review by the SFO Planning Section, the project site

cannot exceed maximum building heights ranging between 595 feet and 635 feet above mean sea level (amsl).² The critical airspace surface levels for each building are shown in Table 4.8-1 on the following page.

Table 4.8-1 SFO Critical Airspace Surface Levels			
Building	Proposed Building Height	Proposed Building Elevation (AMSL)^a	Critical Airspace Surface Level (AMSL)^a
Building A	252 feet	544 feet	595 feet
Building B	215 feet	507 feet	604 feet
Building C	170 feet	507 feet	620 feet
Building D	206 feet	547 feet	635 feet
Notes: ^a Elevations are stated in feet above mean sea level (AMSL).			

Although the project is in compliance with ALUC’s critical airspace surface heights as shown above, the buildings heights generally exceed 200 feet in height and therefore require submittal to the FAA for airspace safety review. The proposed project has building heights of approximately 252 feet, therefore, notification to the FAA would be required.

Impact HAZ – 2: The proposed project exceeds 200 feet in height and, therefore, requires submittal to the FAA for airspace safety review.
(Significant Impact)

Mitigation Measures: The following mitigation measures would be implemented and therefore would reduce airspace safety impacts to a less than significant level:

MM HAZ – 2.1: The project applicant would be required to file Form 7460-1 with the FAA for determination of “no hazard.” The applicant would be required to provide proof of the determination of no hazard to the City and incorporate any required conditions into the project prior to the issuance of a building permit.

With the implementation of MM HAZ – 2.1, the project would comply with the FAA building height limitations and, therefore, the impact would be less than significant. **(Less Than Significant Impact)**

The project is not located in the vicinity of a private airstrip. Therefore, private airstrip uses would not be a hazard to people working or residing on the project site. **(No Impact)**

7. - 8. *Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? Expose people or structures to a significant risk of loss,*

² Alvin, Corey. Associate Planner, City of Daly City. Personal Communication via e-mail. October 4, 2017.

injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Compliance with the California Building and Fire Code requirements as amended by the City of Daly City will ensure that people in the new residential structures and hotel are not exposed to health hazards or potential health hazards.

The proposed project area is entirely urbanized and does not contain wildlands, nor is it adjacent to wildlands. Therefore, no discussion of wildland fires is included, and wildland hazards are not a concern.³ **(No Impact)**

4.8.4 Conclusion

The project is not proposing new hazardous materials uses and is not located on a site contaminated with hazardous materials. The proposed project, with the implementation of mitigation measures HAZ-1.1 and HAZ-2.1, would not result in significant hazards and hazardous materials impacts. **(Less Than Significant Impact With Mitigation Incorporated)**

³ City of Daly City. *General Plan Environmental Impact Report, Hazards and Hazardous Materials*. 2012.

4.9 HYDROLOGY AND WATER QUALITY

The following discussion is based in part on a geotechnical investigation and preliminary geotechnical plan reviews prepared by *Earth Investigations Consultants, Inc.* in December 2014, May 2016, and August 2017, respectively. A groundwater memo was also prepared by *Earth Investigations Consultants, Inc.* in September 2016. Copies of these reports are included in Appendix D of the EIR.

4.9.1 Hydrology and Water Quality Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
4. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
5. Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
7. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,14
8. Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3,14
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-3
10. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-3

4.9.2 Existing Setting

4.9.2.1 Hydrology and Water Quality

Surface Water

The project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of the San Francisco Airport and south of Point San Bruno. The project site is located on undeveloped hillside and contains lush vegetation and mature trees. The development location is tributary to a storm drain line in Serramonte Boulevard.

Groundwater

The aquifer that underlies most of Daly City is within the Westside Groundwater Basin (Westside Basin). The Westside Basin underlies parts of San Francisco and northern San Mateo counties. The basin extends from Golden Gate Park in the north and past the San Francisco International Airport in the south. The basin extends to the west beneath the Pacific Ocean at least as far as the San Andreas Fault and to the east an unknown distance beneath San Francisco Bay. The Westside Basin is a buried valley, where the walls and floor of the valley are formed by rock with a mixture of coarse and fine-grained sediments as much as 3,700 feet thick in parts of the basin fill. The coarse-grained sediments consist of sand and gravel and the fine-grained sediments consist of silt and clay. Sand

and gravel can transmit substantial quantities of water to wells, whereas silt and clay impede the movement of groundwater. Where silt and clay deposits form semi-continuous beds, they can effectively isolate the water table from underlying aquifer. Groundwater in the shallow water table aquifer is referred to as “unconfined” and the underlying aquifer separated from the water table by continuous and semi-continuous fine-grained silt and clay strata are referred to as “confined.” Both unconfined and confined conditions occur in the Westside Basin. The project site is not located within a natural or facility groundwater recharge area.⁴

4.9.2.2 *Flooding*

The Federal Emergency Management Agency (FEMA) has developed a Flood Hazard Boundary Map (FHBM) and has designated Daly City as a Non-Special Flood Hazard Area (NSFHA). The project site is not located in a 100-year floodplain.

4.9.2.3 *Dam Inundation, Seiches, Tsunamis, and Mudflow Hazards*

No areas in the city are subject to dam inundation. There are no water bodies in Daly City so there is no threat of seiches. A tsunami inundation map prepared by the California Department of Conservation shows a portion of the coast in Daly City as a tsunami inundation area. However, the project site is outside of the tsunami inundation area.

4.9.2.4 *Water Quality*

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as “non-point” source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Surface runoff from roads are collected by storm drains and discharged into Colma Creek. The runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, and animal feces), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

Under existing conditions, the project site is undeveloped. Site runoff is generally uncontrolled. A two- to three-foot deep linear ditch and timber diversion dike (in the lower-middle part of the site above proposed Building C) redirects concentrated cemetery service road runoff away from the cut slope between the lower bench and Serramonte Boulevard. An earthen berm exists along the down sloping edge of the bench to direct surface runoff to a 12-inch diameter corrugated metal pipe (CMP) near the proposed Building A location. The CMP slopes diagonally and discharges into the municipal storm drain beneath Serramonte Boulevard.

⁴ City of Daly City. *General Plan Environmental Impact Report, Hydrology*. 2012.

4.9.2.5 *Applicable Plans, Policies, and Regulations*

Federal Emergency Management Agency

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available for communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage.

The Federal Emergency Management Agency (FEMA) manages the NFIP and creates Flood Insurance Rate Maps (FIRMs) that designate 100-year floodplain zones and delineate other flood hazard areas. A 100-year floodplain zone is the area that has a one in one hundred (one percent) chance of being flooded in any one year based on historical data. Portions of the City, but not the project site, are identified as special flood hazard areas with a one percent annual chance and 0.2 percent annual chance of flooding (also known as the 100-year and 500-year flood zones) as determined by the FEMA NFIP.

Federal and State Laws and Programs Regarding Water Quality

The Federal Clean Water Act (CWA) and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. The CWA governs discharges to the "Waters of the United States," which includes oceans, bays, rivers, streams, lakes, ponds, and wetlands. The Porter-Cologne Act established the State Water Resources Control Board (SWRCB).

Regulations set forth by the EPA and the SWRCB have been developed to fulfill the requirements of this legislation. EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into Waters of the United States. These regulations are implemented at the regional level by water quality control boards. For the City of Daly City, the water board is the San Francisco Bay RWQCB. Regional Boards are responsible for developing and enforcing water quality objectives and implementation plans, known as Basin Plans. The San Francisco region's Basin Plan was last updated in 2010.

CWA Section 303(d) lists polluted water bodies which require further attention to support future beneficial uses. The San Francisco Bay is on the Section 303(d) list as an impaired water body for several pollutants.

State Water Quality Control Board Nonpoint Source Pollution Program

In 1988, the SWRCB adopted the Nonpoint Source Management Program in an effort to control nonpoint source pollution in California. The Nonpoint Source Management Program requires individual permits to control discharge associated with construction activities. The Nonpoint Source Program is administered by RWQCB under the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities. Projects must comply with the requirements of the Nonpoint Source Program if:

- They disturb one acre or more of soil; or
- They disturb less than one acre of soil but are part of a larger development that, in total, disturbs one acre or more of soil.

The NPDES General Permit for Construction Activities requires the developer to submit a Notice of Intent (NOI) to the RWQCB and to develop a Stormwater Pollution Prevention Plan (SWPPP) to control discharge associated with construction activities.

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirements

The San Francisco Bay RWQCB also has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP). In an effort to standardize stormwater management requirements throughout the region, this permit replaces the formerly separate countywide municipal stormwater permits with a regional permit for 77 Bay Area municipalities, including the City of Daly City. Under provisions of the NPDES Municipal Permit, redevelopment projects that add and/or replace more than 10,000 square feet of impervious surface, or 5,000 square feet of uncovered parking area, are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. Amendments to the MRP require all of the post-construction runoff to be treated by using Low Impact Development (LID) treatment controls, such as biotreatment facilities, unless the project qualifies for Special Project credit reduction, which would allow the project to implement non-LID measures for all or a portion of the site depending on the project characteristics. This would also require a narrative discussion as to why the implementation of 100 percent LID measures is not feasible per the MRP.

Daly City General Plan

Policy	Description
Policy SE-2.1	Protect the City of Daly City from unreasonable risk to life and property caused by flood hazards by designing and constructing drainage facilities to improve the flow capacity of the City’s water system in order to accommodate the storm water runoff generated by a 100-year storm.
Policy SE-2.2	Reduce localized flooding through City funded drainage system improvements; seek alternate funding where possible.
Policy SE-2.3	Continue to require the habitable portions of new structures to have a finished floor elevation 1.5 feet above the projected 100-year water surface or to be adequately protected from flooding.
Policy SE-5.3	Continue to analyze the significant seismic, geologic and community-wide hazards as part of the environmental review process; require that mitigation measures be made as conditions of project approval.
Policy SE-5.7	Support the adoption and full implementation of the Local Hazard Mitigation Plan (LHMP) which was adopted by the City Council on March 12, 2012 under resolution 12-33 and accepted by FEMA and posted by ABAG June 5, 2012.

Daly City Municipal Code

Title 14 – Stormwater Management and Discharge Control

Chapter 14.04 of the Daly City Municipal Code, also known as the Daly City Stormwater Management and Discharge Control Ordinance prohibits nonstormwater discharges to the City storm drain system. The purpose of the Ordinance is to eliminate nonstormwater discharges to the municipal separate storm drain system, control the discharge of spills, dumping or disposal of materials other than stormwater, and reduce pollutants in stormwater discharges into the storm drain system to the maximum extent practicable. Chapter 14.12 gives the City to authority to make an inspection of projects to enforce any of the provisions of Title 14.

Chapter 15.62 – Grading, Erosion and Sediment Control

Chapter 15.62 of the Daly City Municipal Code, also known as the City of Daly City Grading, Erosion and Sediment Control Ordinance sets forth rules and regulations to control site clearing, vegetation disturbances, land-fills, land excavations, soil storage, and other such activities which may cause sediments and other pollutants to enter the public drainage facilities. The chapter establishes the regulations, permit requirements, procedures for administration and enforcement of permits to properly control the aforementioned activities to preserve and enhance public health, safety and environment. Section 15.62.230 requires the permittee to maintain a copy of the permit, approved plans and reports and make these available for city inspection. Section 15.62.270 gives the City engineer authority to suspend or revoke a permit for violation or non-compliance with Chapter 15.62.

4.9.3 Impacts Evaluation

- 1., 6. *Would the project violate any water quality standards or waste discharge requirements? Would the project otherwise substantially degrade water quality?*

Potential negative impacts related to water quality are constrained by existing regulatory systems from the federal to the local level. The Clean Water Act sets minimum water quality standards for all surface waters in the U.S. and requires that industrial, municipal, and construction-related sources of pollution are regulated through the NPDES. The City requires project applicants to submit a stormwater management plan that illustrates full compliance with the Municipal Regional Stormwater NPDES Permit (MRP). This will require the project to include stormwater controls, including site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction best management practices. The City also requires that the project shall comply with the Statewide NPDES General Permit. The SWMPPP Stormwater Management Plan provides programs that commit the City to attaining water quality standards, prevent disposal of hazardous materials, and minimize discharge of sediments into creeks. These policies are reinforced by the discharge prohibitions and requirements for reducing pollutants in storm water in Title 14 and Title 15 of the Municipal Code. Adherence to regulations, policies and

standards will ensure that impacts to water quality will be less than significant. **(Less Than Significant)**

Post-Construction Water Quality Impacts

The project would include stormwater treatment measures implemented in order to reduce and/or mitigate the potential for polluted runoff. All roof runoff would be directed away from sidewalks and walkways and would be directed to vegetated areas. The floor drains in the parking garage area would drain to the sanitary sewer. Efficiently planned and operated irrigation systems would be put into place to minimize runoff. All discharge for fire sprinkler testing would be designed to discharge to landscaped areas or the sanitary sewer. With the implementation of stormwater treatment measures, the project would result in less than significant impacts to water quality. **(Less Than Significant Impact)**

2. *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge?*

Groundwater at the project site has been encountered from 39 to 47 feet bgs. The stepped parking garage would require soil excavation up to approximately 70 feet bgs. As noted in the geotechnical investigation, groundwater levels on the site may exist at shallower depths than noted in borings on the site with seasonal fluctuations. If groundwater is encountered during construction, dewatering and special soil preparation may be necessary to allow construction in a dry condition and on a stable subgrade. Dewatering activities that lower groundwater levels could increase the effective stress on underlying sediments, potentially resulting in ground settlements and damage to structures, roadways, and/or utilities (refer to *Section 4.6 Geology and Soils*). Groundwater on the site is influenced both by rainfall infiltration and uncontrolled drainage above the site. The project would incorporate engineered drainage measures including subdrains and backdrains into the proposed stormwater drainage system which would avoid near-surface seepage downhill of the project site.

In areas where parking structures would intersect the seasonal high groundwater table, flood-proofing or permanent groundwater dewatering may be required. The local, shallow groundwater is not used as a local water supply; water supply in the City of Daly City is from surface water resources. Potential impacts of depleting groundwater supplies or reducing groundwater recharge, therefore, would be less than significant.

The proposed project will require the project sponsor to prepare a design-level Geotechnical Study and implement mitigation measures (MM GEO – 1.1 and MM HAZ – 1.1) to ensure that no permanent groundwater dewatering and potential impacts on the local groundwater table and aquifer volume would result from the project. **(Less Than Significant Impact With Mitigation Incorporated)**

3. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?*

There are no waterways on the project site and, therefore, redevelopment of the project site would not alter the course of a stream or river. Construction on the site will comply with the City’s stormwater regulations to ensure construction activities on the site do not result in increased soil erosion or siltation off-site. **(Less Than Significant Impact)**

- 4.,5. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site? Would the project create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

The project site is currently undeveloped. As shown in Table 4.9-1, the project would increase impervious surfaces on the project site.

Site Surface	Existing/Pre-Construction (S.F.)	%	Project/Post-Construction (SF)	%	Difference (S.F.)	%
Impervious	0	0	119,359	45	+119,359	+45
Pervious	264,409	100	145,050	55	-119,359	-45
<i>Total</i>	264,409	100	264,409	100		

Under existing conditions, the 6.07-acre site is entirely pervious as it is undeveloped. The proposed project would increase the amount of impervious surfaces on-site by 119,359 square feet, an increase of 45 percent of the project site. The result of this change could cause an increase in the volume and rate of stormwater runoff from the project site. Given the increase in impervious surfaces on the site, the project includes on-site stormwater retention features to ensure stormwater runoff from the site would not increase over existing conditions, consistent with City standards under a 10-year storm. Project runoff, therefore, is not anticipated to exceed the City’s storm drainage system. **(Less Than Significant Impact)**

7. – 9. *Would the project place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Would the project place within a 100-year flood hazard area structures which will impede or redirect flood flows? Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

The project site is not located in a 100-year floodplain and, therefore, would not place housing within a 100-year flood hazard area or impede or redirect flood flows within a 100-year flood hazard area.

There are no dams within Daly City. Therefore, the project site would not be exposed to risks involving the failure of a levee or dam. **(No Impact)**

10. *Would the project expose people or structures to inundation by seiche, tsunami, or mudflow?*

The project site, due to its topography, is not subject to seiche, tsunami, or mudslide hazards. **(No Impact)**

4.9.4 **Conclusion**

The proposed project, in compliance with applicable water quality regulations and mitigation measures (MM GEO – 1.1, MM HAZ – 1.1), would not result in significant impacts to hydrology and water quality. **(Less Than Significant Impact With Mitigation Incorporated)**

4.10 LAND USE

4.10.1 Land Use Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2. 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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

4.10.2 Existing Setting

The project site is located on an undeveloped hillside in an urban area of the city. The project site is surrounded by commercial, retail, and residential uses.

4.10.3 Conclusion

As proposed, the proposed project would construct three condominium structures and a hotel. The consistency of the proposed land use with the City’s General Plan and other major development studies is presented in the EIR. No further analysis will be provided in this Initial Study.

4.11 MINERAL RESOURCES

4.11.1 Mineral Resources Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Result in the loss of availability of a known mineral resource that will 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"/>	1,2
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.11.2 Existing Setting

The project site is not located in an area containing known mineral resources.

4.11.3 Impacts Evaluation

1. – 2. *Would the project result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state or 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?*

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County and classifies these resources into four categories. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization or economic infeasibility.

Due to the fact that the project site is located on urban land in the City of Daly City, there are no significant mineral resources on or in the vicinity of the project site. **(No Impact)**

4.11.4 Conclusion

The project would not result in an environmental impact due to the loss of availability of known mineral resources. **(No Impact)**

4.12 NOISE AND VIBRATION

4.12.1 Noise Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project result in:					
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
2. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1-3
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, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,13
6. For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.12.1 Existing Setting

4.12.1.1 *Overview of Noise Principles*

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound can be caused by its pitch or its loudness. A decibel (dB) is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. There are several methods of characterizing sound. The most common in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than daytime levels. Most household noise, however, also decreases at night and exterior noises become more noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, DNL (day/night average sound level), was developed. The DNL, or L_{dn} divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted to 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes both an evening and nighttime weighting.

Construction Noise

Construction is a temporary source of noise impacting residences and businesses located near construction sites. Construction noise can be significant for short periods of time at any particular location and generates the highest noise levels during grading and excavation, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 90 to 95 dBA L_{max} at a distance of 50 feet. Typical hourly average construction-generated noise levels are approximately 81 to 88 dBA L_{eq} measured at a distance of 50 feet from the site during busy construction periods. Construction generated noise levels drop off at a rate of about six dBA per doubling of distance between the source and receptor. Shielding by buildings or terrain often result in lower construction noise levels at distant receptors.

4.12.1.2 Existing Noise Conditions

The project site is bounded by Serramonte Boulevard to the north, residences to the southeast, and commercial buildings to the east and west. The noise environment on the project site results primarily from vehicular traffic along Serramonte Boulevard and aircraft departures from the San Francisco International Airport (SFO). According to the General Plan EIR, the existing roadway noise ranges between 65 to 70 dBA.

4.12.1.3 Sensitive Receptors

The nearest noise sensitive land uses include single-family residences approximately 300 feet southeast of the project site.

4.12.1.4 Applicable Plans, Policies, and Regulations

2016 California Building Code, Title 24, Part 2

The State Building Code, Title 24, Part 2⁵ of the State of California Code of Regulations establishes uniform minimum noise insulation performance standards to protect persons within new buildings which house people, including hotels, motels, dormitories, apartment houses and dwellings other than single-family dwellings. Title 24 mandates that interior noise levels attributable to exterior sources shall not exceed 45 dB DNL or CNEL in any habitable room.

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport

As discussed in more detail in Section 4.10 Land Use, the project site is located within the Airport Influence Area (AIA) of the San Francisco International Airport (SFO). Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP.

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to noise and vibration and are applicable to the proposed project.

City of Daly City Relevant Noise and Vibration Policies

Policies	Description
Policy NE-3	Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas.
Task NE-3.1	Continue to enforce the environmental noise requirements of the State Building Code (Title 24).
Policy NE-5	Maintain the City’s current standard of 75 dBA CNEL for office, commercial and professional areas.
Task NE-5.1	Additional noise studies should be conducted in “Conditionally Acceptable” noise environments to ensure adequate mitigation features are employed. Usually conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.
Task NE-2.1	Use the Noise Control Guidelines to assess the suitability of a site for new development in combination with the noise contours to accurately identify areas that may need additional noise study and mitigation. Noise mitigations include additional insulation, double glazing of

⁵ The July 1, 2015 Supplement to the 2016 California Building Code (CBC) reinstated limits on interior noise levels attributable to exterior environmental noise sources which had been contained in all prior versions of the CBC dating back to 1974.

windows and increasing building setbacks from the noise source. Mitigations should also be creative and attractive whenever possible and appropriate. Creative noise mitigation measures can include incorporation of fountains using water to mask freeway noise and noise walls of an appropriate scale painted with decorative murals.

- Task HE-4.2 For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.
- Policy NE-1 Use the future noise contour map to identify existing and potential noise impact areas.
- Task NE-9.1 Depending upon the hours of operation, intensity of use, and the location of sensitive receptors in the area, the expansion or change of use could cause noise impacts. Acoustical studies should be performed, at the applicant's expense, during the discretionary and environmental review processes and conditions should be placed on the project accordingly.
- Task NE-11.3 Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained within the most recent adopted version of the comprehensive airport/land use compatibility plan (ALUCP) for the environs of San Francisco International Airport.
-

City of Daly City Municipal Code

Title 9 – Public Peace, Morals and Welfare

Chapter 9.22 of the Daly City Municipal Code contains language to protect residents from excessive noise exposure. Section 9.22.010 prohibits an individual from causing a disturbance such that it disturbs the public peace off-site. Section 9.22.020 states that no person shall maintain, operate, or conduct any loudspeaker or amplifier in such a manner as to cause the sound to be projected outside any building or out of doors in any part of the City without first obtaining a permit to do so. Section 9.22.030 deals more specifically with noise and states that between the hours of 10:00 p.m. and 6:00 a.m. no person shall cause, create, or permit any noise which may be heard beyond the confines of the property of origin. The Police Department enforces Chapter 9.22 of the Municipal Code.

Title 15 – Buildings and Construction

Section 15.00.130 requires any home, constructed after January 1, 1993 or renovated at a cost equal to twenty-five percent or more of the value of the home and located within the 65 CNEL (FAA approved) contour map that is illustrated on the Aircraft Noise Soundproofing Project Area Map, must be insulated to meet standards applied in noise insulation programs supported by the Federal Aviation Administration.

Title 17 – Zoning

Title 17 of the Daly City Municipal Code provides for discretionary review of projects through the use permit and variance process. An application for development is analyzed in light of many concerns including comparing the proposed use against the noise contours and Noise Compatibility Guidelines. The Planning Division attaches conditions of project approval to reduce noise impacts to future occupants of the proposed development as well as conditioning times construction activities may occur in order to reduce noise impacts to surrounding land uses.

4.12.3 Impacts Evaluation

1. *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

The Noise Element of the General Plan establishes 70 dBA CNEL as the maximum suggested outdoor noise level for land uses that include single and multi-family residences. Based on the General Plan noise contours, noise levels on the project site are expected to be in the 65 to 70 CNEL due to traffic levels along Serramonte Boulevard.

Because the proposed project includes a multi-family residential and hotel land use, Title 24 of the California Code of Regulations will require a qualified acoustical engineer to prepare a design-level acoustical study as a prerequisite to building permit issuance for any future multi-family residential development and hotel applications where noise levels could exceed 65 dBA. The study shall include post-construction monitoring to ensure that interior ambient noise levels for multi-family housing are at or below 45 dBA. **(Less Than Significant Impact)**

2. *Would the project result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*

Construction of the proposed condominiums and hotel will be supported by a thickened, reinforced concrete mat slab. Additionally, drilled pier foundations are proposed which will limit the amount of vibration resulting from construction of the project.⁶ The proposed residences and hotel rooms once occupied would not generate excessive or perceptible vibration. **(Less Than Significant Impact)**

3. *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

⁶ A drilled pier is a large diameter concrete cylinder that is constructed by drilling fresh concrete into a large diameter hole in the ground and reinforcing with steel.

The proposed residential structures and hotel will include air conditioning units generating noise, and occupancy of the residences and hotel rooms would result in 3,315 additional daily vehicle trips in the project area. The average daily traffic on I-280 in the vicinity of Hickey Boulevard ranges between 174,000 and 182,000 vehicles per day. The average daily traffic on SR-1 in the vicinity of Clarinada Avenue is between 63,000 and 68,000 vehicles per day. Serramonte Boulevard in the vicinity of the site carries an average of 18,000 vehicles daily. The proposed project would not double existing roadway volumes and thus is not anticipated to add any measurable traffic related noise to the site or surrounding area.

The proposed project air conditioning units will be designed to meet the City's 60 dBA L_{eq} noise levels at adjacent residential property lines about 300 feet away. **(Less Than Significant Impact)**

4. *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Project implementation would result in intermittent short-term noise impacts resulting from construction-related activities. However, this temporary impact would be reduced via implementation of Best Management Practices (BMPs). BMPs are required at the time of building permit issuance for all development and would reduce any impacts of additional noise level exposure to insignificance. Such BMPs include requirements for construction vehicles and equipment to be properly muffled. Construction hours would be limited to 8:00 AM to 5:00 PM, Mondays through Fridays. Construction on weekends and holidays will be prohibited to avoid inconveniencing neighbors.

The construction schedule assumes that the project would be built out over a period of approximately 18 months beginning in 2018, or an estimated 396 construction workdays (assuming an average of 22 construction days per month). The project would be constructed in six different phases: demolition, site preparation, grading, building construction, paving, architectural coating. The demolition phase would take approximately 20 days. The site preparation phase would take approximately 10 days. The grading phase would take approximately 30 days. The building construction phase would take approximately 300 days (10 months). The paving phase would take approximately 20 days. The architectural coating phase would take approximately 20 days.

Impact NV – 1: The project would construct condominium buildings and a hotel adjacent to noise sensitive, residential uses which could result in temporary disturbances during construction. **(Significant Impact)**

Mitigation Measure: The following mitigation measures will be implemented by the project to ensure impacts from construction noise are reduced to a less than significant level:

MM NV – 1.1:

The Project applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:

- Maximize the physical separation between noise generators and noise receptors. Such separation includes, but is not limited to, the following measures:
 - Use heavy-duty mufflers for stationary equipment and barriers around particularly noisy areas of the site or around the entire site;
 - Use shields, impervious fences, or other physical sound barriers to inhibit transmission of noise to sensitive receptors;
 - Locate stationary equipment to minimize noise impacts on the community;
 - Minimize backing movements of equipment;
- Use quiet construction equipment whenever possible;
- Impact equipment (e.g., jack hammers and pavement breakers) shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Compressed air exhaust silencers shall be used on other equipment. Other quieter procedures, such as drilling rather than using impact equipment, shall be used whenever feasible;
- Prohibit unnecessary idling of internal combustion engines; and
- Select routes for movement of construction-related vehicles and equipment in conjunction with the Daly City Community Development Department so that noise-sensitive areas, including residences and schools, are avoided as much as possible.
- The project sponsor shall designate a “disturbance coordinator” for construction activities. The coordinator would be responsible for responding to any local complaints regarding construction noise and vibration. The coordinator would determine the cause of the noise or vibration complaint and would implement reasonable measures to correct the problem.
- The construction contractor shall send advance notice to neighborhood residents within 300 feet of the project site regarding the construction schedule and including the telephone number for the disturbance coordinator at the construction site.

With the implementation of the following mitigation measures, the proposed project would reduce noise impacts to a less than significant level. **(Less Than Significant Impact With Mitigation Incorporated)**

- 5-6. *For a project located within an airport land use plan or, where such a plan has not yet been adopted, within 2 miles of a public use airport, would the project expose people residing or working in the project area to excessive noise levels? For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

San Francisco International Airport (SFO) is a major international airport located approximately 6.5 miles southeast of the project site. The project site is located within the Airport Influence Area (AIA) for SFO. Although aircraft-related noise would occasionally be audible at the project site, the project site lies outside of the 65 dB CNEL contour for SFO, as established in the ALUCP. In addition, the vehicular traffic noise levels measured at the project site ranges between 65 and 70 dBA L_{dn}, therefore, any overhead aircraft noise would not be significant in relation to the existing, local traffic noise. **(Less Than Significant Impact)**

4.12.4 Conclusion

Implementation of the proposed mitigation measures (MM NV- 1.1), General Plan policies, and Municipal Code, would reduce noise and vibration impacts to a less than significant level. **(Less Than Significant With Mitigation Incorporated)**

4.13 POPULATION AND HOUSING

4.13.1 Population and Housing Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

4.13.2 Existing Setting

According to California Department of Finance 2016 Census data, Daly City’s population for 2016 was 109,139 persons.⁷ In 2016, there were 31,873 households with an average of 3.4 persons per household.⁸

The jobs/housing balance is the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. This relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/employed resident ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing. The jobs/employed residents’ ratio for Daly City in 2010 was 0.41, which means that there were 0.41 jobs for every employed resident in the City.

⁷ State of California, Department of Finance. E-1 Population Estimates for Cities, Counties, and the State—January 1, 2015 and 2016. January 2016. Available at: <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>

⁸ State of California, Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State—January 1, 2016. January 2016. Available at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>

4.13.3 Impacts Evaluation

1. *Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

Implementation of the project will create more housing by adding a net increase of 323 dwelling units. This increase in housing would result in a net increase in local population by approximately 1,098 residents.⁹ The number of additional residents will be part of the planned growth in the General Plan, which accommodates an increased population of up to approximately 2,157 new dwelling units. The impact would be less than significant. **(Less Than Significant Impact)**

- 2., 3. *Would the project displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?*

The project site is currently undeveloped and vacant. Therefore, the City would not require replacement housing to be constructed as there is no existing housing on the property. There would be no impact. **(No Impact)**

4.13.4 Conclusion

Implementation of the proposed project would result in a less than significant impact on the City's population and housing supply. **(Less Than Significant Impact)**

⁹ Based on the latest Department of Finance data, the average residents per household is 3.4. 3.4 residents per household x 323 net new units = 1,098 residents.

4.14 PUBLIC SERVICES

4.14.1 Public Services Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:					
a. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
e. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.14.1 Existing Setting

4.14.1.1 *Fire Service*

The City of Daly City is served by the North County Fire Authority (NCFA), a Joint Powers Authority (JPA) which currently serves the communities of Brisbane, Daly City, and Pacifica. The NCFA responds to all fires, hazardous materials spills, and medical emergencies in the City. The closest station to the project site is Station No. 94, located at 444 Gellert Boulevard, approximately 0.5 miles south of the project site.

4.14.1.2 *Police Protection Service*

Police protection services for the project site are provided by the Daly City Police Department, which is headquartered at 333 90th Street, approximately two miles north of the project site. The Daly City Police Department employs 111 sworn and 43 non-sworn personnel.

4.14.1.3 *Schools*

The project site is located within the Jefferson Elementary Unified School District, and the Jefferson Union High School District. Students in the project area would attend Daniel Webster Elementary

School and Fernando Rivera Middle School. Students would attend one of the four high schools, Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School, depending on the capacity of each facility. The closest high school to the project site is Westmoor High School, approximately 1.7 miles from the project site.

4.14.1.4 *Parks*

The City currently has a number of public and private recreational open spaces. Public recreational open space consists of City parks and related facilities, and State and County parks. Private recreational open space consists of private golf and country clubs which limit access only to members.

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. The City has 27 recreational facilities dispersed throughout the various City neighborhoods to serve residents.

Gellert Park is located directly south of Hickey Boulevard, approximately 0.6 miles south of the project site.

Since the condominium buildings constitute a subdivision and the developer does not propose additional park facilities, the developer will be required to pay park in-lieu fees to the City.

4.14.1.6 *Applicable Plans, Policies, and Regulations*

Government Code Section 65996

State law (Government Code Section 65996) specifies an acceptable method of offsetting a project's effect on the adequacy of school facilities as the payment of a school impact fee prior to issuance of a building permit. California Government Code Sections 65995-65998, sets forth provisions for the payment of school impact fees by new development as exclusive means of "considering and mitigating impacts on school facilities that occur or might occur as a result of any legislative or adjudicative act, or both, by any state or local agency involving, but not limited to, the planning, use, or development of real property" [§65996(a)]. The legislation goes on to say that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA [§65996(b)]. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code. The school impact fees and the school districts' methods of implementing measures specified by Government Code 65996 would mitigate project-related increases in student enrollment.

Quimby Act

The 1975 Quimby Act (California Government Code section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The Act states that the dedication requirement of parkland can be a

minimum of 3 acres per thousand residents or more, up to 5 acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in lieu fees collected and the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project’s impacts as identified through studies required by CEQA.

City of Daly City Capital Plan

In 2008, the City expanded its Capital Plan to cover a 20-year period. It was estimated that 2.8 million square feet of commercial space and 2,641 residential units would be added to the City, which is slightly more than projected with the 2013 General Plan. The study also projected the extent of capital improvements for public facilities which would be needed in the City over the same time period. The City identified the capital improvements which would be needed to provide City services to all areas over the next 20 years. The relationship between the additional projected commercial and residential development and the need for improvements in public facilities were analyzed. The City formulated impact fees that are based on the extent to which any need for new public facilities is attributed to new development.

City of Daly City General Plan

Daly City General Plan Relevant Public Service Policies

Policies	Description
SE-3.1	Support and maintain the City’s Insurance Service Office (ISO) rating of a Class 2, which establishes the fire insurance rates for the City.
SE-3.2	Provide for a seven (7) minute total reflex time for arrival of a first due company to 90 percent of all emergency incidents.
SE-3.3	Provide for an eleven (11) minute total reflex time for arrival of multiple fire companies to 90 percent of all structure fires.
SE-3.4	Maintain fire company reliability, whereby 90 percent of all incidents are handled by the district fire company.

4.14.2 Impacts Evaluation

4.14.2.1 *Impacts to Fire Protection Services*

As part of the permitting process, the North County Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all applicable state and city fire safety regulations. Because the proposed project is not anticipated to generate additional demand for fire protection services, and would not result in the

need for new or expanded facilities, the project's potential impact on fire protection services would be less than significant. **(Less Than Significant Impact)**

4.14.2.2 *Impacts to Police Protection Services*

The proposed project would not result in an increased demand for police services or require the expansion or construction of police facilities. The project's potential impact on police services would be less than significant. **(Less Than Significant Impact)**

4.14.2.3 *School Impacts*

According to historic enrollment rates for school districts in Daly City (2012), enrollment in Jefferson Elementary School District has remained stable, and enrollment in Jefferson Union High School District has slightly declined within the last decade. According to the Developer Fee Justification Study for Jefferson Elementary School District published in 2014, the state-wide student generation factor which identifies the number of students per housing unit is 0.5 for grades K-8.¹⁰ Therefore, using this rate, the proposed project would generate approximately 161 new students that would attend Daniel Webster Elementary and Fernando Rivera Middle School. The Jefferson Union High School District has a student yield factor of 0.08 high school students per new condominium/multi-family dwelling unit.¹¹ Therefore, the condominium development would result in approximately 25 new students attending Terra Nova High School, Oceana High School, Westmoor High School, or Jefferson High School depending on the capacity at each facility. Under, Section 65996 of the State Government Code, payment of school impact fees established by SB 50 is deemed to constitute full and complete mitigation for school impacts from development. Fulfillment of this requirement would mitigate the development of residential uses' impacts to schools to a less than significant level. **(Less Than Significant Impact)**

4.14.2.4 *Park Impacts*

The City of Daly City is served by several parks and recreational facilities, including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents. However, according to the General Plan EIR, this parkland to population ratio 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. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its

¹⁰ Jefferson Elementary School District. *Developer Fee Justification Study for Jefferson Elementary School District*. February 2014. Accessed July 21, 2017.

¹¹ ESA Associates. *Brisbane Baylands Draft EIR*, page 4.L-21. June 2013. Accessed July 20, 2017.

proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly 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 will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through Program RME-3 which calls for the preparation of a Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan will address existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional need which would reduce impact to a less than significant level.

In addition, the City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.400 of the Municipal Code has a standard for parks of three acres per 1,000 people. In order to meet this requirement, the project would be required to allot 3.08¹² acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Municipal Code parkland dedication standard. Since the project is a sloping hillside parcel not suited for public parkland, the project proposes to pay in-lieu fees to offer recreational demand for parkland. **(Less Than Significant Impact)**

4.14.3 Conclusion

The proposed project would result in a less than significant impact to public services. **(Less Than Significant Impact)**

¹² 3.18 x 3 acres x 323 New Dwelling Units/ 1,000 residents = 3.08 acres of parkland

4.15 RECREATION

4.15.1 Recreation Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
2. 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"/>	1-3

4.15.2 Existing Setting

Thirteen municipal parks and twelve tot lots are located in Daly City, resulting in a total of 82.95 acres of developed public recreational open space. School playgrounds also provide recreational open space opportunities in the City. The City has twenty-seven recreational facilities dispersed throughout the various City neighborhoods to serve city residents.

As discussed in *Section 4.14 Public Services*, Gellert Park is located directly south of Hickey Boulevard, approximately 0.6 miles south of the project site.

4.15.2.1 *Applicable Plans, Policies and Regulations*

Parkland Dedication

The City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.400 of the Municipal Code has a standard for parks of three acres per 1,000 people. This requirement may be satisfied through either on-site park construction, land dedication, or an in-lieu fee equal to the land value plus ten percent towards costs of off-site improvements.¹³

¹³ City of Daly City. *Municipal Code 16.30.050*. Accessed July 20, 2017.

City of Daly City General Plan Policies

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to recreational resources and are applicable to the proposed project.

City of Daly City Relevant Recreation Policies

Policy	Description
Program RME-3	The preparation of a Parks and Recreation Analysis and Master Plan is proposed to address existing and future opportunities for parks and recreational services for the City. Envisioned as a ten-year plan, the Master Plan is to be a comprehensive document that will include a format for the planning, selection, dedication and funding of future park land in the City. A park system analysis would inventory existing park sites and outline future needs of the current park space. The proposed Master Plan will focus on the planning for new sites or expanding and/or improving existing sites. In addition, the Master Plan would allow priorities to be adopted and individual park site locations and development plans.
Task RME-12.1	Program for and undertake improvements to develop Mussel Rock Park as a passive recreational area for community use (see also Task CST-1.4). All improvements within the park shall be in substantial conformance with a Public Access Management Plan prepared for the site which shall include the following: <ol style="list-style-type: none"> 1. Public access paths provided in such a way as to ensure connectivity, maximize utility, and provide access along the entirety of the park site. 2. Public access amenities (such as benches, table and chairs, bicycle racks, trash and recycling receptacles, etc.), including benches in the public view overlook at appropriate locations. 3. Public access signs to facilitate, manage, and provide public access to the park, including the provision of directional signs. 4. At a minimum, two interpretive panels relevant to the site shall be provided at locations that maximize their utility.
Program RME-14	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

4.15.3 Impacts Evaluation

1 - 2. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated? 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?

The City of Daly City is served by several parks and recreational facilities, including 13 municipal parks and 12 tot lots, resulting in a total of 82.95 acres of developed public recreational open space which equals approximately 0.82 acres per 1,000 residents.

However, according to the General Plan EIR, this parkland to population ratio 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. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the city limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around Daly 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 will need to provide 15.8 acres of parkland to meet future need resulting from anticipated population growth (without ameliorating existing deficiencies). To meet this demand, the General Plan proposes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. The program for the park will be further developed through Program RME-3 which calls for the preparation of a Parks and Recreation Analysis and Master Plan. The Parks and Recreation Analysis and Master Plan will address existing and future opportunities for parks and recreational services for the city and guide the planning, selection, dedication and funding of future park land in the city. The Master Plan would allow priorities to be adopted and identify park site locations and development plans be determined at the time the acquisition and development process begins. The General Plan includes policies and programs to help parkland development to meet additional need which would reduce impact to a less than significant level.

In addition, the City of Daly City Municipal Code currently has parkland dedication standards within Title 16 – Subdivisions. Section 16.30.040 of the Municipal Code has a standard for parks of three acres per 1,000 people. The project's hotel guests do not count for purposes of this Municipal Code standard. In order to meet this requirement, the project would be required to allot 3.08¹⁴ acres of land as parkland or pay an in-lieu fee equal to the value of the land (plus ten percent toward costs of off-site improvements) according to the Municipal Code parkland dedication standard. Since the project is a sloping hillside parcel not suited for public parkland, the project proposes to pay in-lieu fees to offer recreational demand for parkland. **(Less Than Significant Impact)**

¹⁴ 3.18 x 3 acres x 323 New Dwelling Units/ 1,000 residents = 3.08 acres of parkland

4.15.4 Conclusion

The proposed project would result in a less than significant impact to recreational facilities. **(Less Than Significant Impact)**

4.16 TRANSPORTATION

4.16.1 Transportation Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,16
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,16
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
5. Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2

4.16.2 Existing Setting

Regional access to the project site is provided by Interstate 280 (I-280) and State Route 1 (SR 1). Local access to the project site is provided via State Highway 82 (El Camino Real), Junipero Serra Boulevard, Southgate Avenue, Serramonte Boulevard, Callan Boulevard, Hickey Boulevard, Clarinada Avenue, and Gellert Boulevard.

4.16.3 Conclusion

The proposed project would generate additional traffic on surrounding roadways. Therefore, the proposed project could result in a significant impact to traffic. The analysis of traffic impacts is presented in the EIR. No further analysis will be provided in this Initial Study.

4.17 UTILITIES AND SERVICE SYSTEMS

This discussion is based in part on a Wastewater Collection System Flow Study prepared by *RMC Water and Environment* on March 7, 2017. A copy of this report is available in Appendix B-2 of this Initial Study.

4.17.1 Utilities and Service Systems Environmental Checklist

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,17
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,17
5. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,14
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
Would the project:					
7. 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"/>	1-3

4.17.2 Existing Setting

4.17.2.1 Water

Water service to the project site is provided by the Daly City Department of Water and Wastewater Resources. The City relies on local groundwater pumping from six municipal wells and water supply purchases from the San Francisco Public Utilities Commission (SFPUC).¹⁵ The project would install an eight-inch water line that would connect to an existing water line along Serramonte Boulevard. The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant, to offset potable/aquifer water demands. Recycled water is currently not accessible at the project site.

4.17.2.2 Storm Drainage

As discussed in *Section 4.9 Hydrology and Water Quality*, a storm drain line is located in Serramonte Boulevard. Storm drain lines in the project area are provided and maintained by the City of Daly City Department of Water and Wastewater Resources. Runoff from the site is conveyed to the San Francisco Bay via Colma Creek.

4.17.2.3 Wastewater/Sanitary Sewer System

Sanitary sewer lines in the project area are inspected and maintained by the City of Daly City Department of Water and Wastewater Resources. A 10-inch sanitary sewer line is located in Serramonte Boulevard, which flows to a recently upsized 12-inch pipe before discharging into a 15-inch trunk sewer in Gellert Boulevard. Wastewater collection and treatment for Daly City is managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. Wastewater produced within the District is treated at the NSMCSD Treatment Plant (WWTP), which is located at the corner of John Daly Boulevard and Lake Merced Boulevard.

The City of Daly City’s WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (GPD). However, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of eight million GPD (averaged over three consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years.

¹⁵ City of Daly City General Plan Environmental Impact Report. *Utilities and Service Systems. 2012.*

4.17.2.4 *Solid Waste*

Solid waste is collected from Daly City homes and businesses and is processed by Allied Waste Services of Daly City at its Mussel Rock Transfer Station. Materials that cannot be recycled or composted are transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. In 2001, Browning-Ferris Industries, owner of the Ox Mountain Landfill, obtained a revised solid waste facility permit for Ox Mountain to increase the permitted disposal acreage from 173 acres to 191 acres and to change the closure date of the facility from 2018 to 2023, with a longer period of operation allowed pending renewal of the landfill's permit. According to Allied Waste, owner and operator of the Ox Mountain Landfill, the landfill is expected to reach capacity in 2028. The evaluation on volumetric capacity is ongoing at Ox Mountain. Capacity may change based on such factors such as amount of waste landfilled, compaction rates, waste settlement, and cover soil use, and therefore the closure date may also change.

4.17.2.5 *Other Utilities*

A natural gas distribution line¹⁶ and buried electrical lines are located on Serramonte Boulevard fronting the project site.

4.17.2.6 *Applicable Plans, Policies, and Regulations*

Assembly Bill 939

Assembly Bill 939 (AB 939) established the CIWMB (now CalRecycle) and required all California counties to prepare integrated waste management plans. AB 939 required all municipalities to divert 50 percent of the waste stream by the year 2000.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code that establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupant.

¹⁶ Natural gas distribution lines are smaller than transmission lines.

City of Daly City General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects with the City. The following policies are specific to utilities and service systems and are applicable to the proposed project.

City of Daly City Relevant Utilities and Service System Policies

Policy	Description
Policy RME-1	Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.
Task RME-1.1	Enforce the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.
Task RME-2.1	Enforce the provisions of the Water Conservation in Landscaping Ordinance and conduct a public education effort to ensure that residents, businesses, and contractors are aware of the Ordinance provisions.
Policy RME-3	Continue to use recycled wastewater for irrigating and explore opportunities to expand capacity to accommodate its use in development projects, landscaped medians, golf courses, cemeteries, parks, and school playgrounds.
Policy RME-4	For development projects which will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the project to demonstrate water availability to adequately serve the proposed project.
Task RME-4.1	Develop a water supply questionnaire for inclusion with any application involving 50 or more residential units, 50,000 square feet or commercial or industrial development, or other pre-defined development intensity that constitutes a significance threshold under CEQA.
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Task RME-8.4	Assess projected stormwater impacts from new development in conformance with the San Mateo County Water Pollution Prevention Program, CEQA Guide-lines and relative to state and federal standards.
Task RME-8.2	Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.

City of Daly City Relevant Utilities and Service System Policies

Policy	Description
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways, to the extent permitted under the Municipal Regional Stormwater Permit.
Policy CST-7	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable Municipal Regional Stormwater NPDES Permit requirements by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Policy IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.

Daly City Urban Water Management Plan (2015)

The Urban Water Management Plan (UWMP) is a long range plan that assesses the city’s water supply over a 25-year planning horizon (2040) to ensure adequate water supplies to meet existing and future demands for water. The UWMP presents forecasted supplies and demands, describes conservation programs, and includes a water shortage contingency analysis.

Daly City Municipal Code

Chapter 17.41, Water Conservation, establishes regulations to implement water conservation practices on existing and new landscapes. For projects containing more than 1,000 square feet of irrigated landscape, a landscape permit is required which requires irrigation design review. Further, this Chapter mandates that any owner of landscape of over one (1) acre in size shall comply with local agency programs that may be instituted relating to irrigation audits, surveys and water use analysis, and shall maintain landscape irrigation facilities to prevent water waste and runoff.

4.17.3 Impacts Evaluation

1.,2.,5. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Would the project 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?

Pursuant to the Federal Clean Water Act and California’s Porter-Cologne Water Quality Control Act, the RWQCB regulates wastewater discharges to surface waters, such as San Francisco Bay, through the NPDES program. Wastewater permits contain specific

requirements that limit the pollutants in discharges. As required by the RWQCB, the WWTP monitors its wastewater to ensure that it meets all requirements. The RWQCB routinely inspects treatment facilities to ensure permit requirements are met.

Sewage from development on the project site would be treated at the WWTP in accordance with the existing NPDES permit. The development would contribute an estimated additional average base wastewater flow of 88,660 GPD.¹⁷ According to the General Plan projections, estimated wastewater generation in 2030 would be approximately 7.6 million GPD, which is below the WWTP permitted capacity of eight million GPD. Therefore, there would be adequate capacity at the WWTP with the construction and operation of the proposed project.

The development location is tributary to a 10-inch sewer in Serramonte Boulevard, which flows to a recently upsized 12-inch pipe before discharging into a 15-inch trunk sewer in Gellert Boulevard. The flow from the Serramonte Views Development would load to the existing 10-inch pipe in Serramonte Boulevard.

A 2009 Capacity Evaluation and 2015 Model Update completed by the City identified a capacity deficiency on this portion of Serramonte Boulevard and recommended Project C-4, which involved upsizing the eight-inch portions of Serramonte Boulevard sewer to 10-inch. The Serramonte Views Development would impact the sewer upgrade project and could potentially necessitate further upsizing. To check for this, the model was run (see Appendix B-2) for the City's design storm wet weather flow under future conditions (with the Serramonte Views Development included), as well as the future scenario with all proposed solutions included. The model indicates that recent implementation of Project C-4 that involved upsizing an eight-inch line to a 12-inch line provides capacity to handle the projected peak wet weather flow (PWWF).

Note, however, that until utility improvements (Project C-5) are implemented downstream, there could still be some backwater and surcharge into the Serramonte Boulevard sewer under design PWWF storm conditions (refer to Appendix B-2, page 2, for a map of the planned utility improvements). **(Less Than Significant Impact)**

3. *Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

Under existing conditions, the 6.07-acre site is entirely pervious as it is undeveloped. The proposed project would increase the amount of impervious surfaces on-site by 119,359 square feet (2.74 acres), an increase of 45 percent of the project site. Under Low Impact Development (LID) regulations, the development is required to implement stormwater

¹⁷ Estimated sewage demand for 323 residential units is 71,060 GPD. Estimated sewage for a 176 room hotel is 17,600 GPD. The total sewage demand for the project is 88,660 GPD. Source: RMC Water and Environment, Inc. *Collection System Flow Study for the Serramonte Views Development*. March 7, 2017.

measures such that runoff characteristics off the site are not changed pre- and post-development. Although the proposed project would result in a 45 percent increase in impervious surfaces on the site (about 119,359 s.f.) which could result in an increase in runoff, LID measures such as flow-through planters, bio-retention areas, and the use of permeable pavers would minimize the potential for increased runoff from the site. The proposed LID measures would ensure stormwater runoff from the site would not increase over existing conditions, consistent with City standards. Project runoff, therefore, is not anticipated to exceed the City's storm drainage system. Refer to *Section 4.9 Hydrology* for more information. **(Less Than Significant Impact)**

4. *Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The City of Daly City purchases all of its water from the San Francisco Public Utilities Commission (SFPUC). According to the Urban Water Management Plan, water is supplied to the City by several SFPUC pipelines that are connected to six municipal wells at various locations throughout the City. Since the number of additional residents will be part of the planned growth in the General Plan, the project's water demand has been accounted for in the City's Urban Water Management Plan. Based on water usage rates of approximately 258 gallons per unit per day (GPD) for residences, and 118 GPD for hotel rooms, the project would require approximately 104,305 GPD.¹⁸

Based on the presence of an existing water line on Serramonte Boulevard that is sized to meet fire flow requirements that are greater than potable water flows, there is adequate capacity in the system adjacent to the site to accommodate the proposed project. **(Less Than Significant Impact)**

6. - 7. *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Would the project comply with federal, state and local statutes and regulations related to solid waste?*

Waste generation and disposal data for Daly City is maintained by CalRecycle. According to the CalRecycle, the total amount of solid waste landfilled in 2015 was 59,861 tons, which equals a solid waste generation rate of approximately 3.0 pounds per resident per day. Assuming this rate remains stable, the additional 1,098 residents projected under the proposed project would generate approximately 3,294 pounds (1.65 tons) of landfilled solid waste per day.¹⁹ The total amount of solid waste generated by hotel occupants and

¹⁸ Sewage demand is typically 85 percent of a project's residential water demand. Project water demand for the proposed residential uses is based on the residential sewage generation of 71,060 GPD and, therefore, is estimated to be 83,600 GPD. Water demand for the proposed hotel use is estimated to be 20,705 GPD (17,600/0.85). Therefore, total water demand for the project is estimated to be 104,305 GPD. Source: RMC Water and Environment, Inc. *Collection System Flow Study for the Serramonte Views Development*. March 7, 2017.

¹⁹ CalRecycle Disposal Reporting System, available at www.calrecycle.ca.gov/LGCentral/Reports/DRS/Destination/JurDspFa.aspx. Accessed October 4, 2017.

employees is approximately 352 pounds per day, assuming a solid waste generation rate of approximately 2.0 pounds per room per day.²⁰ The project would increase solid waste generation in the City by less than one percent and therefore would not significantly impact landfill capacity. **(Less Than Significant Impact)**

4.17.4 Conclusion

The City has adequate utilities and service systems to support the project and, therefore, impacts from the project would be less than significant. **(Less Than Significant Impact)**

²⁰ CalRecycle. Waste Characterization Service Sector: Estimated Solid Waste Generation and Disposal Rates. January 16, 2013. Available at: <http://www.calrecycle.ca.gov/WASTECHAR/WasteGenRates/Service.htm> Accessed October 4, 2017.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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"/>	Pgs. 23-92
2. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pgs. 23-92
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Pgs. 23-92

An Environmental Impact Report will be prepared by the City of Daly City to address impacts related to aesthetics, air quality, geology and soils, greenhouse gas emissions, land use compatibility, and transportation that will identify appropriate mitigation, and possible alternatives to the project as proposed.

4.18.1 Project Impacts

As discussed in the individual sections, the proposed project would not degrade the quality of the environment with the implementation of identified standard permit conditions and mitigation measures. As discussed in *Section 2.4 Biological Resources*, the project would not impact sensitive

habitat or species but requires the implementation of appropriate mitigation measures for nesting preconstruction bird surveys. There are no historic buildings on-site or in the immediate project vicinity as discussed in *Section 4.5 Cultural Resources*. However, the project requires implementation of appropriate mitigation measures if project construction encounters buried archaeological resources.

4.18.2 Cumulative Impacts

A detailed discussion of the project's cumulative impacts is included in the EIR. No further discussion of the cumulative impacts of the EIR subject areas will be included in this Initial Study.

Cumulative Noise

Cumulative noise impacts from the project could result if the cumulative projects substantially increased traffic volumes in the vicinity of sensitive receptors such as nearby residential uses. Typically, a three (3) dBA noise increase would be perceptible by sensitive receptors. In order for traffic noise to increase by three dBA, traffic volumes would need to double along a local roadway. Under cumulative conditions, the future roadway volumes disclosed in the Transportation Impact Analysis including the proposed project would not double existing daily traffic volumes on roadways serving the project site. The project is located in a high noise environment and would not contribute to any doubling of traffic on roadways that would cause a significant traffic-generated noise level increase.

Cumulative Utilities and Service Systems

According to the 2015 Urban Water Management Plan, water is supplied to the City by several SFPUC pipelines that are connected to six municipal wells at various locations throughout the City. The UWMP assumes increased groundwater pumping would occur during dry years to offset any decrease in surface water supplies from SFPUC. Since the number of additional residents will be part of the planned growth in the General Plan, the project's water demand has been accounted for in the City's Urban Water Management Plan and no cumulative water supply impact would result from implementation of the project.

The City's sanitary sewer model was run for the project to determine if increased capacity would be required to accommodate sanitary sewer flows from the project along with future development in the project area. The City's 2009 Collection System Capacity Analysis identified the need for upsizing of pipelines in Serramonte Boulevard which has previously been completed along with additional capacity improvements within the Serramonte Shopping Center. The City currently has 2.3 million gallons per day of excess design treatment capacity at the WWTP. Based on the proposed project's 88,660 GPD of sewage, existing sanitary sewer and treatment capacity was determined to be adequate to accommodate planned growth in project area and no cumulative impacts would result.

The project would be required to implement stormwater retention measures on-site to ensure stormwater runoff from the site does not exceed existing levels under a 10-year storm event. The project, therefore, would not result in cumulative impacts to the storm sewer system.

4.18.3 Direct or Indirect Adverse Effects on Human Beings

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include Construction TACs (as discussed in the EIR), hazardous materials, and noise. However, implementation of mitigation measures and General Plan policies would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

Checklist Information Sources

1. Professional judgment and expertise of the environmental specialist preparing this assessment, based upon a review of the site and surrounding conditions, as well as a review of the project plans.
2. City of Daly City. *Daly City 2030 General Plan EIR*. 2012.
3. City of Daly City. *Zoning Ordinance*.
4. California Department of Conservation. *San Mateo County Important Farmland 2014*. Map.
5. Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010.
6. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. May 2011.
7. Bay Area Air Quality Management District. *California Environmental Quality Act Air Quality Guidelines*. Updated May 2012.
8. Illingworth & Rodkin, Inc. *Serramonte Views Draft Air Quality & Greenhouse Gas Emissions Assessment*. October 2, 2017.
9. Earth Investigations Consultants, Inc. *Geotechnical Investigation for 239 Serramonte Boulevard, Daly City, California*. December 22, 2014.
10. Earth Investigations Consultants, Inc. *Preliminary Geotechnical Plan Review 239 Serramonte Boulevard, Daly City, California*. May 28, 2016.
11. Earth Investigations Consultants, Inc. *Preliminary Geotechnical Plan Review 239 Serramonte Boulevard, Daly City, California*. August 24, 2017.
12. AEI Consultants. *Phase I Environmental Site Assessment*. December 24, 2014.
13. San Francisco International Airport Land Use Commission. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. July 2012.
14. Earth Investigations Consultants, Inc. *Reply to Request for Information Groundwater Affecting New Construction in Southwestern Part of Serramonte Shopping Center*. September 15, 2016.
15. County of San Mateo. *FEMA Flood Zones*. Available at <http://maps.smcgov.org/planning/>. Accessed October 4, 2017.
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17. RMC Water and Environment, Inc. *Collection System Flow Study for the Serramonte Views Development*. March 7, 2017.

SECTION 5.0 REFERENCES

- AEI Consultants. *Phase I Environmental Site Assessment*. December 24, 2014.
- Bay Area Air Quality Management District. *Bay Area 2010 Clean Air Plan*. September 15, 2010.
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<http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>.
- California Environmental Protection Agency. Air Resources Board. *First Update to the AB 32 Scoping Plan*. Available at:
<<http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>>
- City of Daly City. *2010 Urban Water Management Plan*. June 29, 2011. Available at:
[http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/2010+Urban+Water+Management+Plan/Daly+City\\$!27s+2010+Urban+Water+Management+Plan.pdf](http://www.dalycity.org/Assets/Departments/Water+and+Wastewater/2010+Urban+Water+Management+Plan/Daly+City$!27s+2010+Urban+Water+Management+Plan.pdf)
- City of Daly City. *Zoning Ordinance*.
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- County of San Mateo. *San Bruno Habitat Conservation Plan 2015 Annual Report*. January 2016.
- Earth Investigations Consultants, Inc. *Geotechnical Investigation for 239 Serramonte Boulevard, Daly City, California*. December 22, 2014.
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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

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