SECTION 4.0 CUMULATIVE IMPACTS

4.1 INTRODUCTION

Cumulative impacts, as defined by CEQA, refer to two or more individual effects, which when combined, compound or increase other environmental impacts. Cumulative impacts may result from individually minor, but collectively significant effects taking place over a period of time. CEQA Guideline Section 15130 states that an EIR should discuss cumulative impacts "when the project's incremental effect is cumulatively considerable." The discussion does not need to be in as great detail as is necessary for project impacts, but is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the impacts that might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project addressed in this EIR.

The CEQA Guidelines advise that a discussion of cumulative impacts should reflect both their severity and the likelihood of their occurrence. To accomplish these two objectives, the analysis should include either a list of past, present, and probable future projects or a summary of projections from an adopted general plan or similar document. The analysis must then determine whether the project's contribution to any cumulatively significant impact is cumulatively considerable, as defined by CEQA Guideline Section 15065(a)(3).

The discussion below addresses two aspects of cumulative impacts: 1) would the effects of all of the pending development listed result in a cumulatively significant impact on the resources in question? And, if that cumulative impact is likely to be significant, 2) would the contributions to that impact from the proposed project make a cumulatively considerable contribution to those cumulative impacts?

4.2 LISTS OF CUMULATIVE PROJECTS

Table 4.2-1 identifies a list of specific pending and approved projects in the project vicinity that were not yet implemented at the time the NOP for the proposed project was circulated and, therefore, are evaluated in this cumulative analysis. There are no recently completed projects in the area that would contribute to cumulative impacts with the proposed project, as the effects of recently completed projects are reflected in the baseline conditions discussed throughout this EIR. Given that the project proposes an amendment to the General Plan, and the General Plan planning horizon is the year 2035, this cumulative also accounts for conditions that would occur in the long-term (2035). Under cumulative conditions, it is assumed that all the planned land use developments and improvements identified in the Daly City General Plan (and where relevant for Colma and South San Francisco) would be implemented.

Table 4.2-1: List of Cumulative Projects		
Project Name	**Location**	**Description**
Approved Projects		
Christopher Highlands	60 Christopher Court	79 single-family homes
Serramonte Shopping Center Expansion	North of Serramonte Boulevard	328,600 square feet of retail, entertainment and restaurant space; a 75,000 square foot hotel; a 65,000 square foot medical building; a 348,000 square foot above-ground parking garage with 1,080 additional parking spaces.
In-N-Out Burger	372 Gellert Boulevard	3,867 square foot In-N-Out restaurant with drive-through lane

4.3 ANALYSIS OF CUMULATIVE IMPACTS

Based on the analysis in this EIR, development of the project with other pending and approved development could have cumulatively significant impacts in the following areas: transportation, air quality, and energy. The thresholds of significance used for the analyses of cumulative impacts are the same as those listed in *Section 2.0 Environmental Setting, Impacts, and Mitigation* of this EIR, unless otherwise noted. The project's contribution to the cumulative greenhouse gas emissions impacts is discussed in *Section 2.5 Greenhouse Gas Emissions*.

The project's land use, visual and aesthetics, and geology and soils impacts are specific to the project site and would not result in cumulative impacts with other projects. For this reason, cumulative impacts to these resources are not discussed as recently completed projects in the area are included in the existing conditions baseline discussed through the EIR for each topic.

4.3.1 Cumulative Transportation

4.3.1.1 *Cumulative Transportation Network and Traffic Volumes*

Given that the project proposes an amendment to the General Plan, and the General Plan planning horizon is the year 2035, cumulative traffic conditions are conditions that would occur in the long-term (2035). It is assumed in this analysis that the transportation network under cumulative plus project conditions would be the same as described under cumulative conditions. Under cumulative conditions, it is assumed that all the planned land use developments and improvements identified in the Daly City General Plan and mitigation improvements from approved development projects are implemented (refer to the Traffic Impact Analysis in Appendix E, page 47-48). The following specific approved projects within the study area are included in the cumulative conditions analysis: Christopher Highlands residential development, Serramonte Shopping Center Expansion, and In-N-Out Burger.

Cumulative traffic volumes for study intersections were estimated by adding the trips generated by the project to the cumulative (no project) volumes which reflect buildout conditions from General Plan growth for Daly City, Colma, and South San Francisco. For the freeway, the cumulative plus

project traffic volumes were estimated by adding the trips generated by the project to the cumulative (no project) freeway mainline volumes.

4.3.1.2 *Cumulative and Cumulative Plus Project Intersection Levels of Service*

Table 4.3-1 below summarizes the results of the cumulative intersection levels of service analysis. As shown in these tables, all study intersections would continue to operate at LOS D or better during both peak hours under cumulative conditions with and without the project, except for the intersection of Junipero Serra Boulevard and Hickey Boulevard in South San Francisco and the intersection of Junipero Serra Boulevard and Serramonte Boulevard in Colma.

The intersection of Junipero Serra Boulevard and Hickey Boulevard would operate at an unacceptable LOS E under cumulative conditions with and without the project. The project would add traffic to this intersection and would increase the average weighted delay by two (2) seconds. The City of South San Francisco considers a significant impact to result if the project increases total volumes passing through a signalized intersection by two percent or more if it operates at LOS E or F. The project would not increase cumulative traffic volumes at the intersection by two percent and, therefore, would not result in a cumulatively considerable contribution to traffic volumes at this intersection.

The intersection of Junipero Serra Boulevard and Serramonte Boulevard in Colma is allowed to operate at LOS E during the peak hour based on the City of Colma's Circulation Element of the General Plan.

Table 4.3-1:
Cumulative and Cumulative Plus Project Intersection Levels of Service – Signalized Intersections

Study Intersection		Peak Hour	Cumulative		Cumulative Plus Project Condition		
			Average Delay (sec.)[1]	LOS	Average Delay (sec.)[1]	LOS	Increase in Avg. Delay
1	SR 1 SB Ramps & Clarinada Avenue	AM	11.5	B	11.6	B	+0.1
		PM	16.0	B	16.2	B	+0.2
2	SR 1 NB Ramps & Serramonte Boulevard	AM	39.2	D	40.0	D	+0.8
		PM	22.2	C	22.2	C	N/A
3	Callan Boulevard & Serramonte Boulevard	AM	17.6	B	18.1	B	+0.5
		PM	26.8	C	28.9	C	+2.1
4	Serramonte Center Driveway/ Project Driveway & Serramonte Boulevard	AM	8.0	A	22.1	C	+14.1
		PM	14.7	B	34.1	C	+19.4
5	Gellert Boulevard & Serramonte Boulevard	AM	13.7	B	14.6	B	+1.3
		PM	43.4	D	43.5	D	+0.1

Table 4.3-1:
Cumulative and Cumulative Plus Project Intersection Levels of Service – Signalized Intersections

Study Intersection		Peak Hour	Cumulative		Cumulative Plus Project Condition		
			Average Delay (sec.)[1]	LOS	Average Delay (sec.)[1]	LOS	Increase in Avg. Delay
6	I-280 SB Off-Ramp & Serramonte Boulevard	AM	7.9	A	8.4	A	+0.5
		PM	16.2	B	16.6	B	+0.4
7	I-280 NB Off-Ramp & Serramonte Boulevard	AM	1.7	A	1.9	A	+0.2
		PM	4.5	A	4.7	A	+0.2
8[2]	Junipero Serra Boulevard & Serramonte Boulevard	AM	58.6	E	60.0	E	+1.4
		PM	67.6	E	69.5	E	+1.9
9	Gellert Boulevard & Serramonte Plaza	AM	24.1	C	24.1	C	N/A
		PM	29.9	C	30.2	C	+0.3
10	Callan Boulevard & Hickey Boulevard	AM	18.2	B	18.2	B	N/A
		PM	24.7	C	25.3	C	+0.6
11	Gellert Boulevard & Hickey Boulevard	AM	28.5	C	28.7	C	+0.2
		PM	43.1	D	43.3	D	+0.2
12	I-280 SB Ramps & Hickey Boulevard	AM	9.0	A	9.0	A	N/A
		PM	12.7	B	12.8	B	+0.2
13	I-280 NB Ramps & Hickey Boulevard	AM	29.2	C	29.3	C	+0.1
		PM	29.9	C	30.3	C	+0.4
14	Kaiser Driveway & Hickey Boulevard	AM	11.1	B	11.1	B	N/A
		PM	17.7	B	17.7	B	N/A
15[3]	Langford Drive & Hickey Boulevard	AM	54.2	D	54.3	D	+0.1
		PM	54.0	D	54.1	D	+0.1
16[3]	Junipero Serra Boulevard & Hickey Boulevard	AM	**65.1**	**E**	**67.0**	**E**	+2.1
		PM	**72.8**	**E**	**75.0**	**E**	+2.2

Notes:
BOLD text indicates an unacceptable LOS.
[1] Delay shown for the signalized intersections is the weighted average control delay for all turning movements approaching the intersection.
[2] Intersection under Town of Colma Jurisdiction.
[3] Intersections under City of South San Francisco Jurisdiction.

4.3.1.3 *Cumulative Freeway Analysis*

Freeway mainline segments were analyzed in this study and the results indicate that Northbound I-280 south of Hickey Boulevard would operate at LOS E during the AM and PM peak hours, and

Southbound I-280 between SR 1 and Serramonte Boulevard would operate at LOS F during the AM peak hour, and at LOS E during the PM peak hour.

Freeway weaving segments were also studied and results indicate that South I-280 between SR 1 and Serramonte Boulevard would operate at LOS E during the AM peak hour and at LOS F during the PM peak hour.

Impact C – TRANS – 1: The proposed project would add traffic to the I-280 southbound weaving segment between SR 1 and Serramonte Boulevard which would operate at a deficient level of service without the project. The addition of project traffic would cause the V/C ratio for this segment to increase by more than one percent (from 1.043 to 1.062) during the weekday PM peak hour. Therefore, the project impact is significant. **(Significant Cumulative Impact)**

Mitigation Measures: The following mitigation measure would likely reduce freeway density impacts to a less than significant level. However, because I-280 and SR 1 are under Caltrans' jurisdiction, the City of Daly City does not have the authority to implement the mitigation and therefore impacts would remain significant and unavoidable.

MM C – TRANS – 1.1: Caltrans is planning to implement improvements on the weaving section on I-280 southbound between the SR 1 Northbound off-ramp and the Serramonte Boulevard off-ramp, as included in the Daly City General Plan. Construction of these improvements would likely reduce the Project's impact to less than significant. However, because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements are not under the City's control, therefore, the impact remains significant and unavoidable. **(Significant Unavoidable Cumulative Impact)**

4.3.3 Cumulative Air Quality

Given the project's air quality impacts (refer to *Section 2.2 Air Quality*) and the nature of the cumulative projects, the below discussion focuses on cumulative criteria air pollutant emissions.

4.3.3.1 *Cumulative Criteria Air Pollutant Emissions*

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In other words, if the project would generate emissions that exceed the thresholds and results in a significant air quality impact, then the project is also deemed to have a cumulative considerable contribution to cumulative air quality impacts.

In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As discussed in *Section 2.2 Air Quality*, the proposed project would not result in significant operational emissions of criteria pollutants. **(Less Than Significant Cumulative Impact)**

4.3.7 Cumulative Energy

The cumulative projects are located in infill areas and are required to meet applicable state and federal requirements for energy efficiency (e.g., National Energy Policy, Federal EnergyStar™ Program, Title 24 of the California Administrative Code as it pertains to energy efficiency, and California Green Building Standards Code). The cumulative projects located in the City of Daly City are also required to comply with the City's Green Vision and California Green Building Standards. The cumulative projects would be constructed in conformance with applicable local, state, and federal requirements for energy efficiency and, therefore, would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

In addition, the project proposes housing in an infill location that predominately consists of residential and commercial development. The project site is adequately served by the existing transportation network (including pedestrian, bicycle, and transit facilities). For these reasons, it is not anticipated that the project would contribute to a cumulative impact on increasing overall distances between jobs and housing.

The proposed project would not have a considerable contribution to a significant cumulative energy impact. **(Less Than Significant Cumulative Impact)**