



State Clearinghouse Number: 2014052029



Serramonte Shopping Center Expansion Project Draft EIR for the City of Daly City

PlaceWorks

March 2015 | Public Review Draft



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for the City of Daly City

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1. Executive Summary

This chapter presents an overview of the proposed Serramonte Shopping Center Expansion Project, herein referred to as the “Project.” This executive summary also provides a summary of the alternatives to the Project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapter 4.0, Sections 4.1 through 4.14 of this Draft Environmental Impact Report (Draft EIR). For a complete description of the Project, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the Project, see Chapter 6, Alternatives to the Project, of this Draft EIR.

This Draft EIR addresses the environmental effects associated with implementation of the Project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public, local, and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) in order to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Daly City, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical subconsultant reports. Information for this Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, geotechnical and transportation and traffic).

1.1 INTRODUCTION

The Daly City Serramonte Center, LLC (“Applicant”) is proposing to expand the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail, entertainment and restaurant space, a 75,000 square foot hotel, and a 65,000 square foot medical building. Additionally, a 348,000 square foot above-ground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center.

The principle components of the Project include:

- **Demolition and Site Preparation.** The proposed renovations would require grading, demolition, and roadway realignments throughout most of the five phases. Phase one would include 22,000 square feet of demolition of the west

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wing. Phase three would include demolition of 15,545 square feet of retail space of the southeast quadrant. Phase four would include demolition of 12,500 square feet in the northwest quadrant.

- **Retail and Commercial Components.** The existing Shopping Center currently accommodates four anchor stores that are expected to remain in their existing locations. A 226,000 square-foot Macy's is located at the northern end of the Shopping Center, a 160,000 square-foot Target store to the south, a 83,000 square-foot Dick's Sporting Goods to the west, and a 75,000 square-foot JC Penney to the east. The Project proposes the following renovations, expansions, and demolition taking place over ten years:
 - **New Entertainment Building for Dave and Buster's** would include a 40,000 square-foot Dave & Busters, 30,500 square feet of ancillary retail and restaurant use, and demolition of 22,000 square feet, for a net new total of 48,500 gross leasable area (GLA).
 - **Cinema Complex** would include a 47,000 square-foot cinema, and 2,955 square feet of demolition, totaling 44,045 square feet of net new GLA.
 - **Restaurant (East Side)** would include 12,000 square feet of restaurant space outside of Macy's.
 - **Parking Garage** would include a 348,000 square-foot (1,080 spaces) parking garage between the west entrance of Macy's and the proposed Cinema Complex.
 - **Retail (Southeast Quadrant)** would include 89,600 square feet of retail space in the southeast quadrant of the Project site, and 15,545 square feet of demolition.
 - **Retail (Southwest Quadrant)** would include 78,000 square feet of retail space.
 - **5-Story Hotel** would include a 75,000 square-foot five-story hotel at the northern end of the Project site.
 - **Retail (Northwest Quadrant)** would include 84,500 square feet of retail, and 12,500 square feet of demolition, totaling 72,000 square feet of net new GLA.
 - **Medical Office Building** would include a 65,000 square-foot medical building at the southwest area of the Project site at the corners of Serramonte and Callan Boulevards.
- **Aesthetics.** The newly renovated Shopping Center would incorporate designs that blend in with adjacent elevations and with a new color scheme that would be applied to the entire Shopping Center. The freestanding buildings would be designed to suit the requirements of specific tenants; however, the exterior of the buildings would consist of smooth and textured stucco in various colors, colored concrete panels, multi-colored brick veneers, stone, tile, and concrete masonry (CMU) block. The retail storefronts would primarily consist of aluminum framing, in-filled with tinted glass.
- **Parking.** Existing surface lots would be repaved in some locations throughout the five phases. Phase one would also include construction of a new 348,000 square-foot parking garage west of Macy's, and at buildout would include 1,080 parking spaces.
- **Vehicle Circulation.** Existing vehicular access to the Project site would remain the same, with two entrances off Serramonte Boulevard, one off Callan Boulevard, and one at Southgate Avenue. Proposed improvements would include realignment of the main entrance at Gellert Boulevard and Serramonte Boulevard, as well as aesthetic improvements to Loop Road.
- **Stormwater.** The Project would stay connected to the City of Daly City stormwater drain system.
- **Landscaping.** Proposed landscape improvements would include removal of several mature trees; however, any removal would be done in accordance with the City of Daly City's Municipal Code with regards to replacement trees.

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The Project also proposes improvements to landscape, hardscape, signage, and lighting along Loop Road to provide improved circulation.

- **Water Supply.** The existing water supply infrastructure would be preserved in place and extensions would be installed to supply water to the proposed free-standing building.
- **Sanitary Sewer Service.** The existing sanitary sewer infrastructure would be preserved in place and extensions would be installed to channel effluent from the proposed free-standing building.
- **Utilities.** The existing utility infrastructure would be preserved in place and extensions would be installed to provide electricity and natural gas to the proposed freestanding building.

1.2 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the CEQA statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

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1.2.1 EIR FORMAT

This Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes Project location, overview, and environmental consequences that would result from implementation of the Project, describes recommended mitigation measures, and indicates level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview of the Draft EIR document.
- **Chapter 3: Project Description.** Describes the Project in detail, including the Project site location and characteristics, Project objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Analysis.** Provides a description of the existing environmental setting, an analysis of the potential direct, indirect, and cumulative environmental impacts of the Project, and presents recommended mitigation measures intended to reduce their significance.
- **Chapter 5: Significant Unavoidable Adverse Impacts.** Describes the significant unavoidable adverse impacts of the Project.
- **Chapter 6: Alternatives to the Project.** Considers two Alternatives to the Project, including the CEQA-required “No Project Alternative.”
- **Chapter 7: CEQA Mandated Sections.** Discusses growth inducement, unavoidable significant effects, and significant irreversible changes as a result of the Project.
- **Chapter 8: Organizations and Persons Consulted.** Identifies the preparers of the Draft EIR.
- **Appendices:** The appendices for this document contain the following supporting documents:
 - Appendix A: Initial Study
 - Appendix B: Notice of Preparation and Scoping Comment
 - Appendix C: Air Quality and Greenhouse Gas Background and Modeling Data
 - Appendix D: Health Risk Assessment
 - Appendix E: Noise Monitoring Data
 - Appendix F: Transportation Impact Analysis
 - Appendix G: Water Supply Assessment

1.2.2 TYPE AND PURPOSE OF THIS EIR

This Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) with the City of Daly City as the Lead Agency. This Draft EIR assesses the potential environmental consequences of implementing the Project, and identifies Mitigation Measures and Alternatives to the Project that would avoid or reduce significant impacts. This Draft EIR is intended to inform City decision-makers, other responsible agencies, and the general public as to the nature of the Project’s potential impacts.

1.3 PROJECT LOCATION

The Project site is located in Daly City, California, approximately two miles south of San Francisco. Regional vehicular access to the Project site is provided by Interstate 280 (I-280) and State Route 1 (SR 1). The Project site is surrounded by roadways and does not directly abut any adjacent properties. The site is bounded by Southgate Avenue to the north, I-280 to the east, Serramonte Boulevard to the south, and Callan Avenue to the west.

1.4 PROJECT SUMMARY

The Project would include renovating and expanding the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail and restaurant space, including a new 47,000 square-foot (10-screen) cinema, a 75,000 square-foot hotel, and a 65,000 square-foot medical building. Additionally, a 348,000 square-foot aboveground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center. A proposed site plan can be seen on Figure 3-3 in Chapter 3, Project Description, of this Draft EIR.

1.5 SUMMARY OF PROJECT ALTERNATIVES

This Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of three Alternatives are analyzed in detail, including the CEQA-required “No Project Alternative.” They are listed below, and each is described and analyzed in Chapter 6, Alternatives to the Project, of this Draft EIR.

1.5.1 NO-PROJECT ALTERNATIVE

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this Alternative assumes re-occupancy of the existing buildings in their current condition.

1.5.2 REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the overall intensity of the Project components would be reduced by 25 percent over what is proposed under the Project. Table 6-1 shows the amount of development that could occur under this alternative.

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1.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the City of Daly City, as Lead Agency, related to:

- Whether this Draft EIR adequately describes the environmental impacts of the Project.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified Mitigation Measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the Project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic objectives.

1.7 AREAS OF CONTROVERSY

The City of Daly City issued a Notice of Preparation (NOP) for the EIR on May 9, 2014 and held a scoping meeting on May 21, 2014 to receive scoping comments. The scoping period for this EIR ran from May 9, 2014 through June 9, 2014, during which time responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on transportation and traffic. Comments received during the public scoping period, including the May 21 scoping meeting, are included in Appendix B.

To the extent that these issues have environmental impacts and to the extent that analysis is required under CEQA, they are addressed in Sections four through seven of this Draft EIR.

1.8 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The Project has the potential to generate significant environmental impacts in a number of areas. Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4, Sections 4.1 through 4.14. The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures, and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapters 4.0, Sections 4.1 through 4.14.

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The Project would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2: The Project would not substantially damage scenic resources, including but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway.	LTS	N/A	N/A
AES-3: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
AES-4: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LTS	N/A	N/A
AES-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
AIR-1: Construction and operation of the Project could conflict with or obstruct implementation of the applicable air quality plan.	S	<p>AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.</p> <p>AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District’s Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:</p>	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		<ul style="list-style-type: none"> ▪ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month. ▪ Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month. ▪ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service. ▪ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above. 	
		<p>The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> ▪ Preferential carpool parking. ▪ Flexible work schedules for carpools. ▪ Telecommute and/or flexible work hour programs. ▪ Car-sharing program (e.g., Zipcar). <p>The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.</p>	
		<p>AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement.</p>	

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2: Construction activities would generate fugitive dust during ground-disturbing activities that has the potential to exceed BAAQMD significance thresholds unless BMPs are implemented.	S	<p>AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ▪ Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible. ▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust. ▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. ▪ The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. 	LTS
AIR-3: Operation of the Project could violate air quality standards or contribute substantially to an existing or projected air quality violation.	S	AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1.3 would reduce operational air quality impacts.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.	S	AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS
AIR-5: Construction of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-6: Operation of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-7: Implementation of the Project would not create or expose a substantial number of people to objectionable odors.	LTS	N/A	N/A
AIR-8: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to air quality emissions.	S	AIR-8: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS
BIOLOGICAL RESOURCES			
BIO-1: Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal MBTA and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.	S	<p>BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following:</p> <ul style="list-style-type: none"> ▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition. ▪ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within 	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-2: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites.	LTS	<p>seven calendar days of the survey.</p> <ul style="list-style-type: none"> ▪ Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition. ▪ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife. ▪ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. ▪ No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area. ▪ Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed. ▪ A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed. 	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3: The Project would not conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance.	LTS	N/A	N/A
BIO-4: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
CULTURAL RESOURCES			
CULT-1: During construction, the Project could result in the discovery or disturbance of an archaeological resource; therefore, resulting in a substantially adverse change in an archaeological resource.	S	<p>CULT-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> ▪ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner’s office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the “Most Likely Descendant” (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-internment of the remains. ▪ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area. 	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
CULT-2: The Project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.	LTS	N/A	N/A
CULT-3: During construction, the Project could result in the discovery or disturbance of human remains; therefore, resulting in a substantial adverse change in an archaeological resource.	S	CULT-3: Compliance with Mitigation Measure CULT-1.	LTS
CULT-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.	LTS	N/A	N/A
GEOLOGY, SOILS, AND SEISMICITY			
GEO-1: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	LTS	N/A	N/A
GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.	LTS	N/A	N/A
GEO-3: The Project would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	N/A	N/A
GEO-4: The Project would not be located on expansive soil, creating substantial risks to life or property.	LTS	N/A	N/A
GEO-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
GREENHOUSE GAS EMISSIONS			
GHG-1: Implementation of the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment.	S	GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.	SU
GHG-2: Implementation of the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	LTS	N/A	N/A
GHG-3: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to GHG emissions.	S	GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.	SU
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	N/A
HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	N/A	N/A
HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	LTS	N/A	N/A
HAZ-4: The Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-5: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	N/A
HAZ-6: The Project would not expose people or structures to a significant loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	LTS	N/A	N/A
HAZ-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hazards and hazardous materials.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYDRO-1: The Project would not violate any water quality standards or waste discharge requirements.	LTS	N/A	N/A
HYDRO-2: The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	LTS	N/A	N/A
HYDRO-3: The Project would not 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 would result in substantial erosion, siltation, or flooding on- or off-site.	LTS	N/A	N/A
HYDRO-4: The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-5: The Project would not provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.	LTS	N/A	N/A
HYDRO-6: The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hydrology and water quality.	LTS	N/A	N/A
LAND USE AND PLANNING			
LU-1: The Project would not physically divide an established community.	LTS	N/A	N/A
LU-2: The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	N/A	N/A
LU-3: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.	LTS	N/A	N/A
NOISE			
NOISE-1: Development of the hotel uses in proximity of Freeways may result in interior noise levels at hotel rooms in excess of 45 dBA CNEL, as required by Title 24.	S	NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.	LTS
NOISE-2: The Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-3: The Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-4: The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-5: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would not result in additional cumulatively considerable noise, or ground-borne noise and vibration impacts.	LTS	N/A	N/A
POPULATION AND HOUSING			
POP-1: The Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly.	LTS	N/A	N/A
POP-2: The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-3: This Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant impacts with respect to population and housing.	LTS	N/A	N/A
PUBLIC SERVICES AND RECREATION			
PS-1: The Project would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-2: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.	LTS	N/A	N/A
PS-3: The Project would not result in the provision of or need for new or physically altered police facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.	LTS	N/A	N/A
PS-5: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.	LTS	N/A	N/A
PS-6: The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated.	LTS	N/A	N/A
PS-7: The Project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LTS	N/A	N/A
PS-8: The Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to parks and recreational facilities.	LTS	N/A	N/A
PS-9: The Project would not result in a need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-10: Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to schools.	LTS	N/A	N/A
TRANSPORTATION AND TRAFFIC	LTS	N/A	N/A
TRANS-1A: The Project would cause the intersection level of service to degrade from LOS D to LOS E in the Saturday peak hour.	S	<p>TRANS-1A: The following shall be implemented:</p> <ul style="list-style-type: none"> ▪ Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard. ▪ Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include: <ul style="list-style-type: none"> • Two exclusive left-turn lanes • One through lane • One through-right turn lane • One exclusive right-turn lane • Reduce number of southbound receiving lanes from three to two ▪ Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include: <ul style="list-style-type: none"> • Two exclusive left-turn lanes • One-through-right turn lane ▪ Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times. 	LTS
TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour.	S	TRANS-1B: Install actuated-uncoordinated traffic signal.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours.	S	TRANS-1C: Install actuated-uncoordinated traffic signal.	LTS
TRANS-1D: The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU
TRANS-2A: Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-2A: Implementation of Mitigation Measure TRANS-1D.	SU
TRANS-2B: Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-2B: Implementation of Mitigation Measure TRANS-8F. (See subsection 4.13.4 of this chapter.)	SU
TRANS-3: The Project would not 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.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-4A: The addition of Project traffic would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4A: For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.	SU
TRANS-4B: The addition of Project traffic would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95 th percentile queue.	S	TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.	LTS
TRANS-4C: The addition of Project traffic would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.	S	TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following: <ul style="list-style-type: none"> ▪ Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage. ▪ Modify the signal timing to increase the available green time for the eastbound left turn lane. 	LTS
TRANS-4D: The addition of Project traffic would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95 th percentile queue.	S	TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.	LTS
TRANS-4E: The addition of Project traffic would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95 th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available.	SU

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-5: The Project would not result in inadequate emergency access.	LTS	N/A	N/A
TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6A: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Serramonte Center West.	LTS
TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6B: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Clarinada Avenue.	LTS
TRANS-7: The Project would not result in inadequate parking capacity.	LTS	N/A	N/A
TRANS-8A: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.	S	TRANS-8A: Implementation of Mitigation Measure TRANS-1A.	LTS
TRANS-8B: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.	S	TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes.	SU
TRANS-8C: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.	S	TRANS-8C: Optimize the traffic signal timing.	SU
TRANS-8D: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the Saturday peak hour.	S	TRANS-8D: The following shall be implemented: <ul style="list-style-type: none"> ▪ Install a right-turn overlap signal phase on the westbound approach ▪ Optimize the signal timing 	LTS
TRANS-8E: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour.	S	TRANS-8E: Install a actuated uncoordinated traffic signal.	LTS
TRANS-8F: The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
UTILITIES AND SERVICE SYSTEMS			
UTIL-1: The Project would not have insufficient water supplies available to serve the Project from existing entitlements and resources, or require new or expanded entitlements.	LTS	N/A	N/A
UTIL-2: The Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-3: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to water service.	LTS	N/A	N/A
UTIL-4: The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).	LTS	N/A	N/A
UTIL-5: The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-6: The Project would not result in the determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.	LTS	N/A	N/A
UTIL-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to sewer service.	LTS	N/A	N/A
UTIL-8: The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.	LTS	N/A	N/A

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TABLE 1-1 **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
UTIL-9: The Project would not be out of compliance with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	N/A
UTIL-10: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to solid waste.	LTS	N/A	N/A

2. Introduction

This Draft Environmental Impact Report (Draft EIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) with the City of Daly City as the Lead Agency. This Draft EIR assesses the potential environmental consequences of implementing the proposed Serramonte Shopping Center Expansion Project (Project), and identifies Mitigation Measures and Alternatives to the Project that would avoid or reduce significant impacts. This Draft EIR is intended to inform City decision-makers, other responsible agencies, and the general public as to the nature of the Project.

2.1 PROPOSED PROJECT

Pursuant to State CEQA Guidelines Section 15063, the City of Daly City determined that the Project could result in potentially significant environmental impacts and that an EIR would be required. The Project would include renovation and expansion of existing buildings, as well as construct new freestanding buildings on the existing approximately 80-acre Serramonte Shopping Center site. Highlights of the Project includes the addition of an 11-screen cinema, additional retail and restaurant space, a new parking garage west of Macy's, a medical building, and a five-story hotel. For a more detailed analysis of the components of the proposed improvements, please refer to Chapter 3, Project Description, of this Draft EIR.

2.2 EIR SCOPE

Pursuant to State CEQA Guidelines Section 15161, this document is a "project EIR" that analyzes potential environmental impacts that would result from the Serramonte Shopping Center Expansion Project. This EIR evaluates all phases of the Project including planning, construction, and operation.

2.2.1 POTENTIALLY SIGNIFICANT IMPACTS

Pursuant to CEQA Sections 15126.2 and 15126.4, the environmental issues addressed in this EIR include the following resource categories with potentially significant adverse impacts:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils and Seismicity
- Greenhouse Gas Emissions

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- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Service Systems

2.2.2 IMPACTS CONSIDERED LESS THAN SIGNIFICANT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impacts to be “scoped out” and not analyzed further in the EIR. It was determined that the Project would not result in significant impacts with respect to the following resource categories. A detailed discussion of the reasoning by which this determination was made is included in Chapter 7, CEQA Mandated Sections, of this Draft EIR.

- Agricultural and Forestry Resources
- Mineral Resources

2.3 ENVIRONMENTAL REVIEW PROCESS

2.3.1 DRAFT EIR

An Initial Study was prepared for the Project in May 2014. Pursuant to State CEQA Guidelines, Section 15063, the City of Daly City determined that the Project could result in potentially significant environmental impacts and that an EIR would be required. In compliance with Section 21080.4 of the California Public Resources Code, the City circulated the Initial Study and Notice of Preparation (NOP) of the EIR for the Project to the Office of Planning and Research (OPR) State Clearinghouse as well as interested agencies and persons on May 9, 2014 for a 30-day review period. The NOP solicited comments from identified responsible and trustee agencies, as well as interested parties regarding the scope of the Draft EIR. Appendix A, of this Draft EIR contains the Initial Study and Appendix B includes the NOP as well as the comments received by the City in response to the NOP.

This Draft EIR will be available for review by the public as well as interested parties, agencies, and organizations for a 45-day comment period. During the comment period, the public is invited to submit written or email comments on the Draft EIR and/or requested entitlements to the City of Daly City Planning Division. Written comments should be submitted to:

Steve Flint, Contract Planner
City of Daly City
333 90th Street
Daly City, CA 94015

Phone: (650)991-8033
Email: sflint@dalycity.org

The Draft EIR will also be posted online on the City of Daly City's Web site: www.dalycity.org.

2.3.2 FINAL EIR

Following the close of the 45-day comment period for the DEIR, a Final Environmental Impact Report (Final EIR) will be prepared, which will respond to substantive comments received on the Draft EIR that are related to the potential environmental consequences of the Project. The Final EIR will be available for public review before the Daly City Planning Commission makes a recommendation to the Daly City, City Council. The EIR can then be certified as adequate by the Daly City, City Council.

After the City Council certifies the Final EIR, it will also consider the Project itself, which it may approve, deny, or approve with conditions. The City Council may require the Mitigation Measures specified in this Draft EIR as conditions of Project approval, and it may also require other feasible mitigation measures. Alternately, the City Council may find that the Mitigation Measures are outside the jurisdiction of the City to implement, or that there is no feasible mitigation measures for a given significant impact. In the latter case, the City Council may nonetheless determine that the Project is necessary or desirable due to specific overriding considerations, including economic factors, and may approve the Project despite an unavoidable, significant impact.

2.3.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that the Lead Agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to Public Resources Code Section 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration. The Mitigation Monitoring Program for the Project will be completed as part of the FEIR and will be completed prior to consideration of the Project by the Daly City, City Council.

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3. Project Description

The Serramonte Shopping Center (Shopping Center) is an existing regional shopping mall on an 80-acre site in Daly City, California. The main Shopping Center currently accommodates four major retailers, including Macy's, Target, JC Penney, and Dick's Sporting Goods. The four major retailers are located around the perimeter of the main Shopping Center with Macy's located at the northern boundary, JC Penney along the eastern boundary, Target on the southern edge, and Dick's Sporting Goods on the west side of the Shopping Center; all of which are connected by an enclosed mall used for circulation and access. The enclosed mall is occupied by 90 retail stores and a food court.

Daly City Serramonte Center, LLC ("Project Applicant") is proposing to expand the existing Shopping Center over the course of approximately 10 years. At buildout, the Project would add a maximum of 328,600 square feet of retail, entertainment, and restaurant space; a 65,000-square-foot medical building; and a 75,000-square-foot hotel. Additionally, a maximum 348,000-square-foot aboveground parking garage with up to 1,080 parking spaces would be constructed on the northwestern side of the shopping center when the existing parking fields on the property cannot support the City-mandated ratio of stalls to retail area.

3.1 PROJECT LOCATION

The following provides a description of the regional and local location of the Project, as shown on Figure 3-1, as well as a description of the Project site itself.

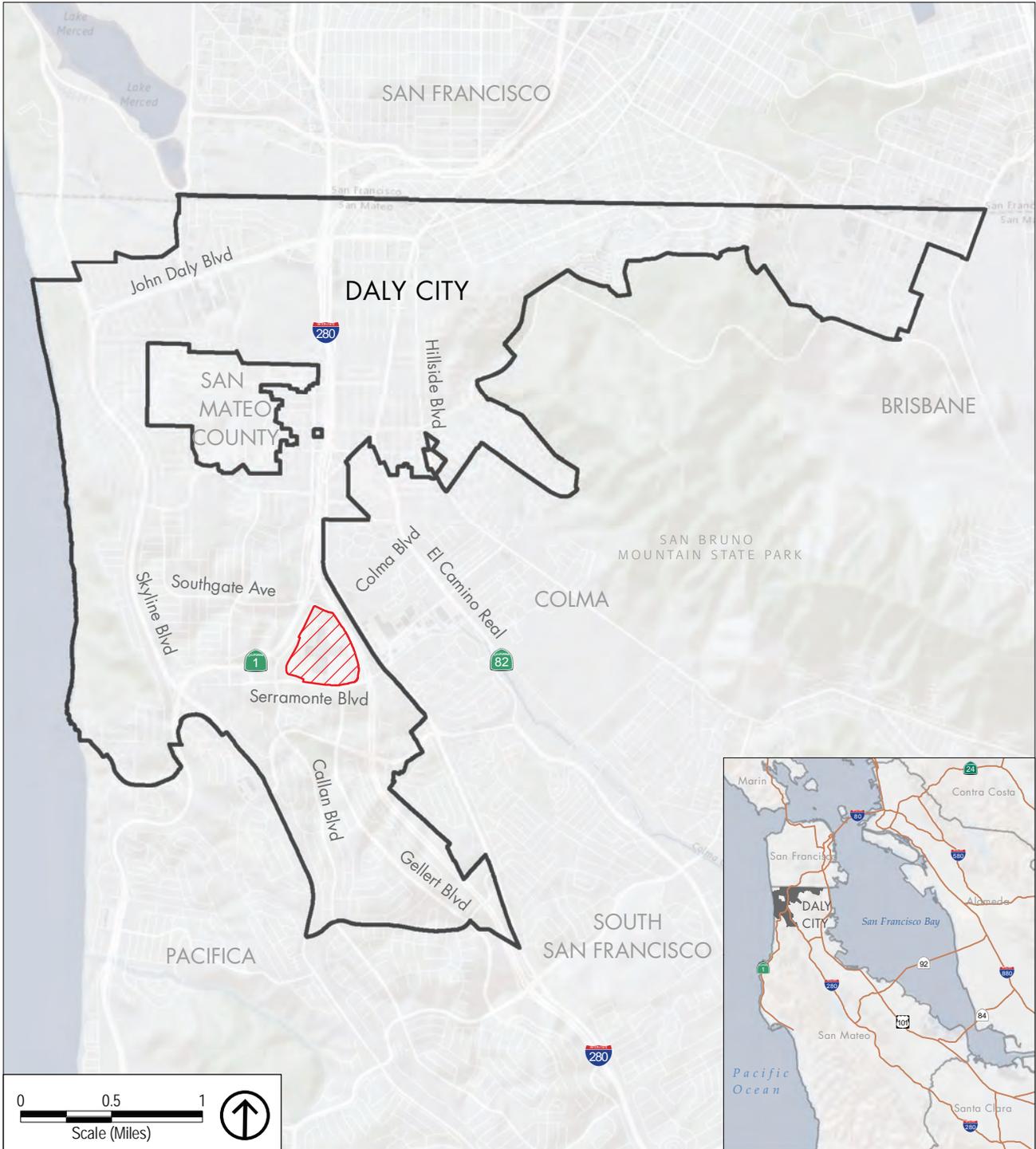
3.2 REGIONAL LOCATION

The Project site is located in the City of Daly City, 2 miles south of San Francisco. Regional vehicular access to the Project site is provided by Interstate 280 (I-280) and Highway 1. The Project site is approximately one mile south of the Colma Bay Area Rapid Transit (BART) Station and is accessible by several bus lines operated by the San Mateo County Transit District (SamTrans).

3.3 LOCAL LOCATION

The Project site is surrounded by roadways and does not directly abut any adjacent properties, as shown in Figure 3-1. The site is bounded by Southgate Avenue to the north, I-280 to the east, Serramonte Boulevard to the south, and Callan Boulevard to the west.

PROJECT DESCRIPTION



SOURCE: SAN MATEO COUNTY, 2013; METROPOLITAN TRANSPORTATION COMMISSION, 2013; PlaceWorks, 2014; ESRI 2010; FHA 2002.

-  Project Boundary Site
-  City Limits

Figure 3-1
Regional and Local Location

3.4 PROJECT SITE SETTING

The Project site contains the existing Shopping Center, which consists of approximately 883,000 square feet of gross leasable area (GLA). The Shopping Center consists of a central shopping mall as well as detached retail buildings located along the perimeter of the site.

The Project site is approximately 80 acres in area and consists of the following 20 Assessor's Parcel Numbers (APNs):

- 091240070
- 091240090 through 091240130
- 091240150 through 091240190
- 091240210
- 091240220
- 091240230
- 091240250 through 091240280
- 091240300
- 091240320
- 091240330

Prior to development of the existing Shopping Center in 1968, the Project site was steeply sloped, requiring extensive grading on the western side of the site and the placement of fill on the eastern side.

3.5 SURROUNDING LAND USES

Adjacent land uses include office to the north, retail and multi-family housing to the south (across Serramonte Boulevard), retail to the east (across I-280), multi-family residential to the west (across Callan Boulevard and Highway 1), and multi-family residential to the west (across Highway 1).

3.6 GENERAL PLAN AND ZONING DESIGNATIONS

The City of Daly City General Plan designates the Project site as Commercial Retail and Office (C-RO) and the zoning as Heavy Commercial (C-2), which is intended to allow for a broad range of retail uses that are accessed by automobiles and public transit.

3.7 STATEMENT OF OBJECTIVES

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15124, the Environmental Impact Report (EIR) must identify the objectives sought by the Project.

PROJECT DESCRIPTION

The stated objectives of the Project Applicant are to:

- Build a vibrant mixed-use commercial center that would be the pre-eminent shopping and entertainment destination in the region.
- Activate and refresh the existing center with attractive buildings and a combination of landscaping and hardscape improvements.
- Activate the neighborhood by providing Daly City residents and non-residents alike with one-stop shopping, entertainment, dining, medical and hotel options.
- Provide a signature, architecturally significant shopping center that would satisfy the City's planning objectives and be visually interesting.
- Revitalize the gateway entries into the center and provide safe and efficient circulation around the site.
- Design high-quality indoor and outdoor public amenities for visitors.
- Create an inviting, people-friendly facility to attract additional patrons and improve customer satisfaction.
- Promote economic vitality for the City through new capital investment on what is currently an under-utilized site.
- Stimulate local economy by creating jobs and providing an expanded tax base.
- Support existing tenants by creating new retail and entertainment areas.

3.8 PROJECT CHARACTERISTICS

Pursuant to the CEQA Guidelines, Chapter 14 California Code of Regulations, Section 15378[a], the proposed Project is considered a "project" subject to environmental review as it is "an action, which has the potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." This Draft EIR compares the Project with the existing baseline condition, described in detail in each section of Chapter 4.0, Environmental Analysis.

The vision for the Project is to redevelop and expand the Serramonte Shopping Center by adding to existing infrastructure to provide additional retail, entertainment, and dining space, as well as develop new freestanding structures separate from the main Shopping Center that would include a hotel, office, and commercial space. The vision also seeks to upgrade the main entry road off Serramonte Boulevard at Gellert Boulevard and upgrade the property's loop road with improved landscaping and lighting. The addition of an 1,080 space free standing parking garage located on the northwest boundary (west of Macy's) of the Project site is also envisioned, providing up to 879 net new additional parking spaces that would replace some of the parking lost by construction of the Project.

The Project anticipates a buildout timeline of up to 10 years in order to provide flexibility and allow the Shopping Center to be responsive to market needs and development trends, which is discussed in detail below. At buildout, the Shopping Center would potentially include new uses, such as an entertainment center and restaurant (Dave & Buster's), a 10-screen

PROJECT DESCRIPTION

cinema complex, a medical center and a hotel. At buildout, the Project is expected to result in an increase of approximately 985 retail and restaurant employment opportunities and 6 mall management employees.

3.8.1 PROJECT BACKGROUND

This section describes the Project background and the proposed redevelopment and expansion of the Shopping Center, as well as detailed descriptions of development that would likely occur over an estimated buildout of 10 years.

3.8.1.1 EXISTING SITE

As shown in Figure 3-2, Existing Site Plan, the Project site contains the existing Shopping Center in the center of the approximately 80-acre site, as well as freestanding restaurant, commercial and retail buildings on the perimeter. As shown in Table 3-1, the existing Shopping Center includes approximately 883,000 square feet of GLA. The Project site also includes 4,434¹ surface parking spaces.

3.8.1.2 DEVELOPMENT DETAILS

As summarized above, the Project would be built over a period of approximately 10 years. The following discussion provides detailed descriptions of anticipated development. Figure 3-3 shows the Conceptual Site Plan.

New Entertainment Building for Dave and Buster's

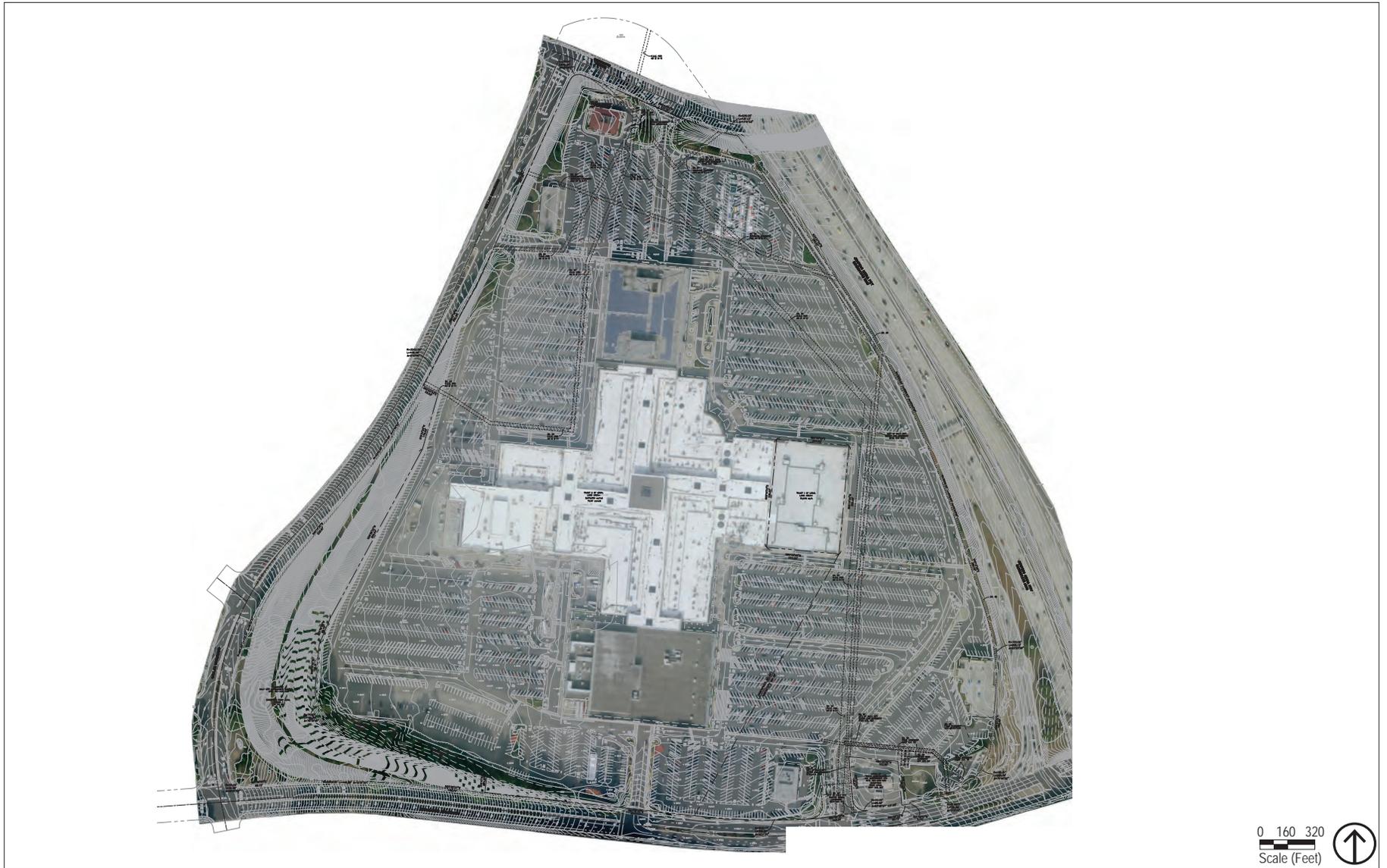
The existing space adjacent to Target in the interior mall would be expanded to the west and reconfigured to accommodate a new two story retail restaurant building to accommodate a 40,000 square foot Dave and Buster's restaurant and 30,500 square feet ancillary ground level retail and restaurant use, for a total of 70,500 square feet of proposed GLA. Additionally, there would be 22,000 square feet of demolition to accommodate the reconfiguration, for a total of 48,500 net new GLA, as shown in Table 3-2. Proposed improvements would incorporate similar architectural style as the existing building. The SamTrans bus transfer station would be shifted slightly to the south but remain in the same general area.

New Cinema Complex

The portion of the east-west quadrant currently accommodating a 20,000-square-foot fitness center would include addition of a new 47,000 square foot cinema, and demolition of 2,955 square feet, for a total of 44,045 net new GLA. The existing fitness center is expected to remain. Utility lines, such as sewer, stormwater, water, and gas, would be

¹ There is also space available to accommodate up to 343 additional parking spaces in areas that are currently not marked. Therefore, the maximum capacity under existing conditions if all parking spaces were marked is 4,777 spaces.

PROJECT DESCRIPTION



Source: BKF, November 13, 2013.

Figure 3-2
Existing Site Plan

PROJECT DESCRIPTION

TABLE 3-1 GROSS LEASABLE AREA – EXISTING

Component	Approximate GLA (Square Feet)
Macy’s	226,000
Target	160,000
Dick’s Sporting Goods	83,000
JC Penney	75,000
In-Line Stores, Restaurant, Food Court	303,000
Out-Parcels	
Daiso	15,500
Denny’s	5,300
Firestone	7,200
Wells Fargo	5,000
Bank (former Wachovia)	3,000
TOTAL^a	883,000

a. Approximately 18,000 square feet (former New York & Co. store and the west entryway of the Shopping Center) was demolished to accommodate construction of Dick’s Sporting Goods. Please note that this estimate of existing square footage does not include the former 76 gas station on the Project site along Serramonte Boulevard.

Source: Equity One, Inc.

rerouted around the footprint of the Entertainment Building, including grading on some areas of the adjacent parking lot, as needed. The Entertainment Building is expected to have a height of approximately 65 feet to 70 feet, with exterior architecture designed for consistency with the adjacent Dick’s Sporting Goods.

New Parking Garage

A new parking garage would be constructed between the west entrance of Macy’s and the north entrance of the proposed Cinema Complex, as shown in Figure 3-3. The proposed parking garage would be up to 348,000 square feet in area and provide a maximum of 879 net new parking spaces. The parking garage would include four levels of aboveground parking, constructed of concrete and concrete masonry unit (CMU) block. The proposed parking garage is expected to have an open feel, with concrete decks and self-finished precast perimeter walls.

Public access to the Shopping Center would be provided by a bridge spanning the second level of the parking garage to the second level of the Macy’s store. Proposed renovations at ground level between the parking garage and the Shopping Center would include indoor and outdoor amenities to improve the aesthetics, as well as provide wind-protected areas for future events such as farmers markets or food trucks, both of which are activities that currently take place at the Project site.

PROJECT DESCRIPTION



Source: Field Paoli; Equity One, Inc.



Figure 3-3
Conceptual Site Plan

PROJECT DESCRIPTION

Additional Restaurant Outside of Macy's

Additional restaurant space of up to 12,000 square feet is proposed adjacent to the east entrance of Macy's. This would include demolition of hardscape, landscaping, and asphalt paving and some rerouting of utilities. No changes to the parking lot in this area are expected.

Southeast Quadrant

Improvements to this area would include realignment of the road near Target to support up to a total of 74,055 square feet of new net GLA. The existing Daiso building in the southeast quadrant would be renovated or demolished to accommodate a supermarket or other large user, as part of expansion in his area. There are currently no proposed plans for these changes, but they are anticipated to occur within the 10-year buildout period.

Southwest Quadrant

Proposed development in the southwest quadrant would include construction of new buildings, located on an existing parking lot that would require demolition of asphalt paving, rerouting of utilities, and grading around the perimeter. Up to 78,000 square feet of neighborhood retail would be developed to accommodate service tenants (e.g., Cost Plus, Ross, and TJ Maxx). There are currently no proposed plans for these changes, but they are anticipated to occur within the 10-year buildout period.

Retail and Potential Hotel Site

Proposed renovations would include redeveloping buildings that are located partly over the footprint of existing buildings (Firestone and Denny's) and portions of an existing parking lot on the north side of the property. Demolition of existing buildings, asphalt paving, rerouting of utilities, and grading the parking lot around the perimeter would also occur. Although the Project Applicant does not have specific plans for the long-term use of this area of the Project site, tenants in the existing buildings have leases expiring by 2020; therefore, this portion of development is unlikely to commence for at least 5 years from the date of the preparation of this Draft EIR. In the long term, the Project proposes to construct a maximum of 72,000 square feet of new net GLA, along with a 4- or 5-story 75,000-square-foot limited service hotel to the north and east of the Macy's store.

Medical Office Buildings

Two medical office buildings are proposed for the southwest corner of the Project at the intersection of Serramonte Boulevard and Callan Boulevard. This area of the Project site is very steep; therefore, preparation of this area for construction would be intensive. Given the constraints of the steep terrain and costs to develop this site, the medical buildings are not likely to be constructed for at least 5 years. However, due to its close proximity to the nearby Seton Medical Facility, the Project Applicant anticipates this area as being suitable for a maximum of 65,000-square-foot medical office. Conceptual site plans show that due to the steep topography, the medical office buildings would be elevated by piers to minimize cut and fill. A two-level parking facility would be located beneath the proposed medical office buildings with

PROJECT DESCRIPTION

ramp access off Callan Boulevard; therefore, no accessibility from the existing Shopping Center entry points would be required for this portion of the Project.

3.8.1.3 PROJECT COMPONENTS

Design and Aesthetics

The proposed buildings would be designed with a number of architectural treatments, changes in plane, and volume. Development attached to the existing mall would be designed to blend in with adjacent elevations and with a new color scheme that would be applied to the entire mall. Buildings on isolated pads would be designed to suit the requirements of specific tenants. Building exteriors would consist of materials such as smooth and textured stucco in various colors, colored concrete panels, multi-colored brick veneers, stone, and concrete block. Retail storefronts would primarily consist of aluminum framing and tinted glass.

Retail and Commercial Component

As described in more detail above, the Project would redevelop and expand the existing 883,000-square-foot Serramonte Shopping Center to accommodate additional retail, restaurant, office space, a hotel, and medical offices. A buildout summary of the GLA is listed below in Table 3-2 (excludes new parking structure).

TABLE 3-2 DEMOLITION AND PROPOSED GROSS LEASABLE AREA (GLA)

Component	Proposed GLA (Square Feet)	Demolition GLA (Square Feet)	Net GLA (Square Feet)
Entertainment (Dave & Buster's, and retail) ^a	70,500	-22,000	48,500
Cinema Complex ^b	47,000	-2,955	44,045
Additional Restaurant (East Side)	12,000		12,000
Retail (Southeast Quadrant)	89,600	-15,545	74,055
Retail (Southwest Quadrant)	78,000		78,000
5-Story Hotel	75,000		75,000
New Retail (Northwest Quadrant)	84,500	-12,500	72,000
Medical Office Buildings	65,000		65,000
TOTAL^A	521,600	53,000	468,600

a. Reflects Dave & Buster's 40,000 square feet proposed GLA, and ancillary retail 30,500 square feet proposed GLA, totaling 70,500 square feet proposed GLA.

b. Reflects only the 47,000 square foot proposed Cinema Complex (10-screens), and does not include the square footage of the existing 20,000 square foot fitness center expected to remain.

Source: Equity One, Inc.,

PROJECT DESCRIPTION

Parking

The ratio of parking at the Serramonte Shopping Center would be a minimum 3.5 stalls/1,000 square feet for the retail and entertainment buildings, plus an additional stall for every six theater seats, one stall per hotel room, and one stall for each 300 square feet of hotel lobby. The Project site currently contains 4,434 marked² on-site surface parking spaces. The Project proposes a 4-story (1,080 parking spaces) parking garage. At buildout, the Project site would include a total of 4,635 parking spaces, which would exceed the city-required 4,389 parking spaces by 246 parking spaces.

While the Project would not change the location of entry points, the Project includes landscaping, hardscaping, lighting, and paving improvements to the site's main entry on Serramonte Boulevard, as well as improvements to the loop road that circles the property.

Vehicle Circulation

Existing ingress/egress points to the Project site would remain the same, with two entrances off Serramonte Boulevard and one each off Callan Boulevard and Southgate Avenue. The main entry road (off the Gellert and Serramonte Boulevards intersection) would be re-aligned. An additional entrance/exit off Callan Boulevard would be created to serve the medical office buildings in the southwestern corner of the Project site that would provide access to a 2-story parking facility located underneath proposed medical office buildings.

Stormwater

The Project site is connected to the City's storm drain system. The Project would replace approximately 500,000 square feet of existing impervious surface with new impervious surface. Stormwater runoff would be treated on site before being discharged into the City's stormwater sewer system. The majority of stormwater would be treated by being channeled into flow-through infiltration planters. The Project proposes green building practices, including energy- and water-efficient systems, high-recycled content materials, low or no volatile organic compound (VOC) materials, and regionally sourced materials, where possible.

Landscaping

Development of the Project would require the removal of several mature trees. The Project would plant replacement trees in accordance with the City's Municipal Code.

Water Supply

The Project site is served by the City of Daly City Department of Water and Wastewater Resources, which obtains the majority of its water supply from the City and County of San Francisco Regional Water System (RWS), operated by the San Francisco Public Utilities Commission (SFPUC). The RWS obtains its water primarily from the Sierra Nevada, delivered

² There is also space available to accommodate up to 343 additional parking spaces in areas that are currently not marked. Therefore, the maximum capacity under existing conditions if all parking spaces were marked is 4,777.

PROJECT DESCRIPTION

through the Hetch Hetchy aqueducts, and also receives treated water produced by SFPUC from its local watersheds and treatment facilities.³ The City supplements the SFPUC supply with groundwater pumped from six local wells. From 1999 through 2009, an average of 28 percent of the City's water supply came from groundwater. During dry periods, groundwater makes up a larger proportion of the City's water supply (up to 45 percent). The City also uses recycled water from the North San Mateo County Sanitation District wastewater treatment plant to offset potable/aquifer water demands when feasible.⁴

Sanitary Sewer Service

Wastewater from the Project site is collected and treated by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. Wastewater from the District is treated at the NSMCSD wastewater treatment plant (WWTP), which is located in Daly City at the corner of John Daly Boulevard and Lake Merced Boulevard. The WWTP has an average dry weather flow capacity of 10.3 million gallons per day (MGD) but operates at or below its permitted average dry weather flow rate of 8 MGD. It is not anticipated that the WWTP would need to increase its permitted flow rate in the short-term future.⁵

Utilities

Electricity and natural gas would be supplied to the Project site by Pacific Gas & Electric (PG&E). Solid waste from the Project site is collected and processed by Allied Waste Services at its Mussel Rock Transfer Station in Daly City.

3.8.2 CONSTRUCTION SCHEDULE

Although an exact construction timeline and schedule are unknown at this time, it is anticipated that the Project would commence over a period of 10 years. The development of the Project site is market driven and would occur as prospective tenants come forward. However, development of the retail building and hotel at the north end of the Project site would not start construction until the existing leases for the existing Denny's and Firestone businesses expire around 2020.

3.9 INTENDED USES OF THE EIR

This EIR examines the potential for impacts on the following environmental issues: Aesthetics, Air Quality and Greenhouse Gases, Biological Resources, Cultural Resources, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise, Population and Housing, Public Services and Recreation, Utilities and Service Systems, and Traffic and Transportation.

³ City of Daly City, 2011, *City of Daly City 2010 Urban Water Management Plan*, page 4-1.

⁴ City of Daly City, 2011, *City of Daly City 2010 Urban Water Management Plan*, pages 2-2 and 4-5.

⁵ City of Daly City, 2012, *City of Daly City General Plan Update Draft Environmental Impact Report*, page 3.13-6.

PROJECT DESCRIPTION

Environmental issues that were considered and “scoped out”⁶ include Agricultural and Forestry Resources, and Mineral Resources. These environmental issues are not included for further analysis in this Draft EIR.

3.9.1 REQUIRED PERMITS AND APPROVALS

The City of Daly City requires the following permits and approvals for the Project:

- Certification of the Environmental Impact Report
- Approval for Height Increase (from 45 feet to 70 feet)
- Approval by the Daly City Planning Commission and City Council of the site modifications (including roads, utilities, lighting and landscaping), and the proposed new buildings
- Building Permits for the improvements to the proposed buildings, roads, landscaping, lighting and hardscape
- Encroachment Permits for any work within the City right-of-way

Because the Project Applicant is still in the early stages of design development, the Design Review of new buildings is being deferred to a time when more information is known about specific design. However, this Draft Environmental Impact Report (EIR) would still serve as the environmental review document for these subsequent design reviews.

In addition to the Daly City approval process, review and approvals will be required from the following:

- A review of the change to the Planned Development zoning by the Airport Land Use Commission
- Caltrans approval will be required for work in any of the intersections.

⁶ CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impact to be “scoped out” and not analyzed further in the EIR.

PROJECT DESCRIPTION

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4. *Environmental Analysis*

This section of the Draft EIR is made up of 14 sections that evaluate the direct, indirect, and cumulative environmental impacts of the Project by examining the following environmental issues:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Service Systems

ENVIRONMENTAL SETTING

The renovation and expansion of the Serramonte Shopping Center (Shopping Center) would take place on an approximately 80-acre, previously developed site. As mentioned in Chapter 3, Project Description, of this Draft EIR, surrounding land uses include office to the north, retail and multi-family housing to the south (across Serramonte Boulevard), retail to the east (across Interstate 280 (I-280)), multi-family residential to the west (across Callan Boulevard and State Route (SR) 1, and multi-family residential to the west (across SR 1).

The existing site is currently developed as a shopping mall, and the Project would renovate and expand existing buildings, as well as construct new freestanding buildings at the southeast, southwest, and northern corners of the Project site. Additionally, a freestanding parking garage would be constructed in the northwest area of the Shopping Center. The Project is expected to commence over a period of ten years in five phases, as discussed in Chapter 3, Project Description, of this Draft EIR.

ENVIRONMENTAL ANALYSIS

CHAPTER ORGANIZATION

Each chapter in this section is organized into the following subsections:

- **Existing Conditions** provides a general description of the existing conditions with regard to the environmental issue, and in some cases future conditions without the Project, providing a baseline against which the impacts of the Project can be compared.
- **Thresholds of Significance** explains the quantitative or qualitative standard or conditions used to compare the existing setting with and without the Project to determine whether the impact is significant. These standards are based primarily on the CEQA Guidelines, and may reflect established health standards, ecological tolerance standards, public service capacity standards, and guidelines established by agencies or experts.
- **Impact Discussion** describes the potential Project impacts and cumulative impacts and why each impact was found to be significant or less than significant.
- **Cumulative Impact Discussion** analyzes impacts that the Project may have when considered in addition to other past, present, or reasonably foreseeable projects. (See further discussion below)

ASSUMPTIONS REGARDING CUMULATIVE IMPACTS

A cumulative impact is created as a result of the combination of the Project together with other reasonably foreseeable plans and projects causing related impacts. Section 15130 of the CEQA Guidelines requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable."

Where the incremental effect of a project is not "cumulatively considerable," a Lead Agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. Where the cumulative impact caused by the project's incremental effect and the effects of other projects is not significant, the EIR must briefly indicate why the cumulative impact is not significant.

The CEQA Guidelines provide two approaches to analyzing cumulative impacts. The first is the "list approach," which requires a listing of past, present, and reasonably anticipated future projects producing related or cumulative impacts. The second is the projections-based approach wherein the relevant growth projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions are summarized. A reasonable combination of the two approaches may also be used.

The cumulative impact analysis in this Draft EIR relies on a projections-based approach supplemented by an understanding of past, present, and reasonably foreseeable future projects in the vicinity of the Project site that, when considered with the effects of the Project, may result in cumulative effects. Cumulative projects considered in this Draft EIR are shown below in Table 4-1.

ENVIRONMENTAL ANALYSIS

TABLE 4-1 CURRENT AND FUTURE DEVELOPMENTS IN THE CITY OF DALY CITY

Project Name	Distance from Project (Approximate Miles)	Project Type	Project Components
Serramonte Terraces (Phase One)	0.1	Condominiums	200 units on 4.68-acre site with a proposed density of 43 du/ac.
Serramonte Terraces (Phase Two)	0.1	Condominiums (Age-Restricted)	137-units on a 4.68-acre site with a proposed density of 29 du/ac.
Crestview Estates	0.25	Detached homes	79 detached homes to be built on a 14-acre site. City Council approved October 15, 2013; in plan check and rough grading; building permits issued.
Seton Hospital Reconstruction	0.25	Hospital reconstruction	Removal of 8-story, 205,000 square-foot tower, replaced by acute care building up to six stories tall, approximately 155,115 square feet in size. Includes future construction of 218,000 square-foot medical office building, as well as three additional buildings for psychiatric care, subacute care, and skilled nursing/memory care.
Garden Valley Subdivision	1.5	Detached townhomes	50 detached townhomes on a 1.9-acre site with an approved density of 26 du/ac. City Council approved September 22, 2014.
Edgeworth Nursery Subdivision	1.5	Detached homes	25 detached single-family homes with an approved density of 15 du/ac. City Council approved on August 11, 2014.
The Farm Mixed Use Apartment Building	2.0	Mixed-Use	Mixed-use affordable apartments on a 0.77-acre site. 52 total units at 68 du/ac. City Council approved April 28, 2014.
Wellington Heights	2.5	Detached homes and townhomes	31 single-family homes and 23 townhomes with an approved density of 11 du/ac. City Council approved May 12, 2014.
Brunswick Street Senior Apartments	2.75	Mixed-Use	224 senior affordable apartments on a 1.15-acre site with a proposed density of 195 du/ac. Project is presently incomplete.

GEOGRAPHIC AREA FOR CUMULATIVE ANALYSIS

Cumulative impacts may occur over different geographic areas depending upon the resource area being considered. The cumulative discussions in Sections 4.1 through 4.14 explain the geographic scope of the area affected by each cumulative effect (e.g., immediate project vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing aesthetic impacts, only development within the vicinity of the Project would contribute to a cumulative visual effect because the Project site is only visible within the vicinity of the site. In assessing air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect. For most resource issues, the cumulative setting evaluated in this Draft EIR takes into consideration the projected growth within the vicinity of the Project site.

ENVIRONMENTAL ANALYSIS

CUMULATIVE PROJECTS CONSIDERED

In Sections 4.1 through 4.14, the cumulative impacts discussion is based on the cumulative development described in Chapter 7 of this Draft EIR. Table 4-1 identifies the reasonably foreseeable projects within the City of Daly City.

4.1 AESTHETICS

This chapter discusses the existing aesthetic character of the Project site and its surroundings, and evaluates the potential impacts to aesthetics associated with development of the Project. The following evaluation assesses visual character, scenic vistas, scenic highways, and light and glare.

4.1.1 ENVIRONMENTAL SETTING

4.1.1.1 REGULATORY FRAMEWORK

This section summarizes key State and City regulations and programs related to aesthetics at the Project site. There are no federal regulations pertaining to aesthetics that apply to the Project.

State Regulations

The California Scenic Highways Program, maintained by the California Department of Transportation (Caltrans), designates scenic highways and routes with the intention of protecting and enhancing the scenic beauty of the highways, routes, and adjacent corridors. Designation ensures that new development projects along recognized scenic corridors are designed to maintain the route's scenic potential. There are three eligible State scenic highways within the City of Daly City, although none are officially designated; Skyline Boulevard (State Route (SR) 35), Cabrillo Highway (SR 1), and Junipero Serra (Interstate 280 (I-280)). Some of the scenic potential along these corridors are related to the views of the coast and San Bruno Mountain.

Local Regulations

City of Daly City 2030 General Plan

The City of Daly City 2030 General Plan (2030 General Plan), adopted on March 25, 2013, includes a Visual Quality section under the Resources Management Element. General Plan policies and tasks relevant to the Project with regards to aesthetics are listed below in Table 4.1-1.

City of Daly City Municipal Code

Chapter 17.45, Design Review, of the Daly City Municipal Code establishes a design review committee for the purpose of investigating the design, layout, and other features of proposed development to ensure consistency with the character of the adjacent properties or areas.

AESTHETICS

TABLE 4.1-1 DALY CITY 2030 GENERAL PLAN POLICIES AND TASKS RELEVANT TO AESTHETICS

Policy/Task Number	Policy / Task
Task CE – 20.7	As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scaled lighting, benches, and other street furniture so as to make non-motorized forms of travel comfortable and attractive alternatives to the automobile. Where necessary in new development, the City may require additional sidewalk and/or right-of-way width to accommodate these amenities.
Policy RME-15	Require public visual access easements in new developments along the coastline.
Policy LU-16	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.
Policy RME-20	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly.
Task RME-20.4	Incorporate design features in new development that reflect the character of the neighborhood, to ensure that new construction is compatible with existing development.
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.

Source: City of Daly City, Daly City 2030 General Plan, adopted March 25, 2013.

4.1.1.2 EXISTING CONDITIONS

The following provides a general description of the existing urban visual character of the Project site and its immediate surroundings.

Visual Character

The Project site is located in a highly urbanized setting in the City of Daly City. Surrounded by roadways and major highways, the area has an auto-oriented character, with many way finding and storefront signs, minimal landscaping, expansive parking lots, and older one- and two-story commercial buildings, as shown in Figure 4.1-1a. The main portion of the Shopping Center is located toward the west end of the Project site, and has a mix of older design elements that are characterized by expansive non-descript concrete facades, flat rooftops, and storefronts that lack windows and landscaping (e.g. Macy’s, H & M, JC Penney). There are newer buildings with design elements that include facades with greater depth and contrasting and complimentary colors of stucco, as wells as varying building heights, accent lighting, and landscaping at building entrances (e.g. Dicks Sporting Goods, Target, Rubios).

The Project site is currently developed with one- and two-story buildings, characterized by large, non-descript facades of primarily neutral tones. Newer buildings are constructed with brick and stone facades that reflect a modern architectural style (as shown in Figure 4.14-b). Wide cement sidewalks containing intermittent planters border several storefronts. As shown in Figure 4.1-1c, free-standing buildings are also located in the southeast and northeast corners of the Project site away from the main portion of the Shopping Center.

AESTHETICS



A. Project site from Serramonte Boulevard and Loop Road



B. View of Rubios and Jamba Juice east of Target



C. View of free standing buildings in north corner of Project site



D. Southwest corner of Project site

Source: PlaceWorks, 2015.

Figure 4.1-1
Visual Character of the Site and Surroundings

AESTHETICS

Landscaping is concentrated near entrances to parking lots off Serramonte Boulevard and Callan Boulevard, and include a mixture of ornamental trees, shrubs, ornamental grasses, and turf. Parking lots contain minimal landscaping in medians that include small shrubs and ornamental trees, as well as lighting poles throughout. A row of eucalyptus trees serve as a buffer between the southwest parking lot and Serramonte Boulevard. The southwest portion of the Project site is characterized by steep slopes and scattered trees that provide a visual buffer between residential buildings across Callan Boulevard and the Shopping Center, as shown in Figure 4.1-1d.

Views of the Project Site

The view north from the corner of Serramonte Boulevard and the entrance to Serramonte Center Loop Road, as shown in Figure 4.1-2a, shows the main entrance to the Shopping Center which includes an expansive surface parking lot, along with moderately spaced lighting fixtures, ornamental trees, and a pylon sign on the north end of the Project site. Views of the Project site, looking west from the access point at the four way intersection at Serramonte Boulevard and Serramonte Center Loop Road, include sights of the shopping center, way finding signs, the main Shopping Center sign, landscaping, and Wells Fargo bank. Additionally, views of the mature eucalyptus and pine trees lining the western boundary of the Project site can be seen in the distance, as shown in Figure 4.1-2b.

From a vantage point along Callan Boulevard to the north of the Project site, the expansive parking lot with minimal landscaping can be seen along with moderately spaced lighting fixtures. Beyond the existing Macy's and H & M buildings, a pylon sign located in the northwest corner of the parking lot is visible in the distance (as shown in Figure 4.1-2c).

Views from the northwestern corner of the existing Macy's building at the Callan Boulevard driveway are shown in Figure 4.1-1c. This figure shows the freestanding Firestone Tire building, sidewalks containing ornamental trees and shrubs, and existing Pine trees that separate the Project site from Callan Boulevard.

As shown in Figure 4.1-2d, views of the Project site along Serramonte Boulevard in the southwest portion of the Project site are blocked by a line of eucalyptus and cypress trees along with cyclone fencing, limiting access to the Project site.

Views from the Project Site

From a vantage point looking south from the entrance to the Target building, a heavily landscaped entry can be viewed. A grouping of pine, cypress, and eucalyptus trees can be seen on the south side of the signalized intersection providing a visual barrier between Serramonte Boulevard and the Chinese Cemetery and single-family residential units to the south (as shown in Figure 4.1-3a).

Looking west from Loop Road and the Serramonte Boulevard entry (see Figure 4.1-3b), views of several two-story multi-family apartment buildings can be seen in the distance beyond the southwestern portion of the Project site. To the east of Callan Boulevard is a steep hillside covered with cypress trees that provide screening from the Project site.

AESTHETICS



A. View north from Serramonte Boulevard and Loop Road



B. View west from Serramonte Boulevard and Loop Road



C. Southeast View from Callan Boulevard



D. Southwest corner of Project site from Serramonte Boulevard

Source: PlaceWorks, 2015.

Figure 4.1-2
Views of the Project Site

AESTHETICS

Looking south across the four-way intersection at Serramonte Boulevard and Gellert Boulevard, from the southern border of the Project site, a single-story strip mall can be seen. Design elements include those typical of a commercial corridor accommodating a wide variety of visitor serving needs, including a fast food establishment, a single-story department store, and a fuel station (see Figure 4.1-3c).

Views to the northeast consist of views of the rolling hillside and San Bruno Mountain. The hillside is largely undeveloped except for a collection of single-family housing units that are clustered on the crest of the hillside to the north of San Bruno Mountain. These buildings can be characterized a multi-storied condominiums with windows and balconies that face the project site. A row of medium-sized ornamental trees provide screening between Interstate 280 (I-280) and the Project site (as shown in Figure 4.1-3d).

Scenic Resources

The 2030 General Plan identifies scenic views and corridors, landmarks, and gateways to be preserved and protected. As described in the Resource Management Element of the 2030 General Plan, the views from Daly City to the coastline, surrounding scenic corridors, and San Bruno Mountain are integral to the City's identity, sense of place, and character. Although access to the coastline is extremely limited, the upper portions of the bluffs provide visual access. Views of the coastline are not visible from Project site. Scenic corridors, as described below, are intended to protect and enhance the scenic beauty of the highways, routes, and adjacent corridors. Designation of these corridors ensures that new development projects along recognized scenic corridors are designed to maintain the corridor's scenic potential.

San Bruno Mountain

San Bruno Mountain reaches approximately 1,000 feet in elevation and is visible from various locations throughout the City, including the Project site. Given the flat nature and low building heights on the Project site, views of San Bruno Mountain can be seen from portions of the Project site across I-280 to the east. The most expansive views of San Bruno Mountain are from the southwestern portion of the Project site and the areas along Serramonte Boulevard and Callan Boulevard adjacent to the Project Site.

Scenic Corridors

The General Plan does not identify any State or County designated scenic highways located in Daly City. However, several roadways have been recognized as having scenic quality.¹ The 2030 General Plan identifies John Daly and Lake Merced Boulevard as scenic corridors, however, these roadways are not located within the vicinity of the Project site. There are three eligible State scenic highways within the City of Daly City, though none are officially designated. These highways include Skyline Boulevard (SR 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280). Scenic potential along these corridors are related to the views of the coast and San Bruno Mountain. I-280 is located directly to the north of the Project site and provides views of San Bruno Mountain. State Route 1 runs adjacent to the Project site to the west and provides views of the Project site and San Bruno Mountain.

¹ City of Daly City, Daly City 2030 General Plan, page 189.

AESTHETICS



A. View south of Project site from Target



B. View west from Serramonte Boulevard and Loop Road



C. View south of Project site from Serramonte Boulevard and Loop Road



D. View northeast from Project site

Source: PlaceWorks, 2015.

Figure 4.1-3
Views from the Project Site

AESTHETICS

Light and Glare

Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, sky glow, and over-lighting. Excessive light and glare can be visually disruptive to humans and nocturnal animal species, and often reflects an unnecessarily high level of energy consumption. Light pollution has the potential to become an issue of increasing concern as new development contributes additional outdoor lighting installed for safety and other reasons. The City is primarily built out and the light and glare that exists within the City is typical of an urban setting. The light and glare sources presently within the City are associated with residential and commercial land uses.

4.1.2 STANDARDS OF SIGNIFICANCE

The Project would result in a significant visual quality impact if it would:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.3 IMPACT DISCUSSION

AES-1 The Project would not have a substantial adverse effect on a scenic vista.

The Resource Management Element of the 2030 General Plan identifies natural scenic vistas available to Daly City residents. These include San Bruno Mountain and the Coastline.² The Project site is located approximately one mile east of the Pacific Ocean and views of the coastline are not provided at the Project site.

The Project would redevelop or replace existing buildings on the Project site and build new structures to a maximum height of approximately 35 feet along the site periphery, approximately 60 feet in the northern portion of the Project site, and approximately 70 feet in the central portion of the Shopping Center. Additionally, a four-story above-ground parking garage would be constructed on the northwestern side of the Project site. However, since the Project site is largely developed, the views from various vantage points are already obstructed by buildings and mature trees and vegetation. Although new buildings could affect far field views of San Bruno Mountain when viewed from locations within the Project site, expansive views of San Bruno Mountain would still be available from, and when looking across, the Project site. Therefore, due to the Project site's topography, location, and height requirements of buildings, the Project would not result in a substantial adverse effect on views of San Bruno Mountain.

² City of Daly City, 2013, Daly City 2030 General Plan, page 189.

AESTHETICS

In accordance with Municipal Code, Chapter 17.45, Design Review, the Project would be required to conform with specific design criteria which requires applicants to consider the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, and exterior lighting and signing and similar elements would be incorporated in order to insure the compatibility of the development with its design concept and the character of other adjacent buildings. Additionally, general landscape considerations of Chapter 17.41, Landscaping, must be adhered to in order to insure visual relief, complement buildings and structures, and provide an attractive environment for the enjoyment of the public. Given that the Project would be subject to the City's Design Review process, in accordance with Chapters 17.41 and 17.45 of the Municipal Code, to minimize the effects of increased building heights on existing views of San Bruno Mountain, compliance with the City's Design Review process would ensure that future development permitted under the Project would result in a less-than-significant impact to scenic vistas.

Applicable Regulations:

- Daly City 2030 General Plan, Resource Management Element
- Daly City Municipal Code, Chapter 17.45 Design Review

Significance Before Mitigation: Less than significant.

AES-2 The Project would not substantially damage scenic resources, including but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway.

SR 1 and I-280 are designated as "eligible" State scenic highways, meaning that they are eligible for designation as a State scenic highway but are not officially designated.³ The Project would include reconfiguring and renovating existing structures, and construction of freestanding buildings, including a new hotel at the existing Shopping Center. There are no designated scenic highways adjacent to the Project site and proposed retail and hotel uses would not substantially damage scenic resources within a state scenic highway. Therefore, the Project would have *no impact* on a scenic highway.

Applicable Regulations:

- Daly City 2030 General Plan, Resource Management Element
- Daly City Municipal Code, Chapter 17.45 Design Review

Significance Before Mitigation: Less than significant.

AES-3 The Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

Development allowed by the Project would degrade the visual character of the Project site and its surroundings if the form and appearance of new development would deteriorate the quality of the existing setting. The Project site is largely

³ Department of Transportation, California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed on January 13, 2015.

AESTHETICS

comprised of commercial and retail uses in buildings that are not architecturally notable. While, development of the Project would redevelop or replace existing buildings on the Project site and build new structures, development would remain consistent with the overall urban character of the existing shopping center. Although, the Project would largely maintain the layout of the existing site, new free-standing buildings would be constructed in the southwestern, southeastern and northern portions of the site, as well as the replacement of surface parking with new buildings and a parking garage. Buildings on isolated pads would be designed to suit the requirements of specific tenants. Additionally, development attached to the existing mall would be designed to blend in with the existing building and with a new color scheme that would be applied to the entire mall. Further, buildings would be designed to suit the requirements of specific tenants. However, these changes would not represent a degradation of the site's visual character, and would not affect the character of the surrounding area. Therefore, the impact would be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan, Resource Management Element
- Daly City Municipal Code, Chapter 17.45 Design Review

Significance Before Mitigation: Less than significant.

AES-4	The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
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This discussion analyzes the light and glare impacts of the Project compared to existing conditions.

Light

The Project would result in increased light from signage, safety lighting, streetlights, and traffic on major arterials and freeways. The Project site is currently developed with commercial and retail land uses within a dense urbanized area that are currently lighted. Although future development under the Project would involve additional nighttime lighting above existing conditions at the Project Site, new development would not add new sources of light pollution to the extent that it would adversely affect nighttime views. The lighting needs of the Project would vary according to the type and intensity of use, and could include lighting sources related to storefront signage, interior lighting, and outdoor accessory lighting. The Project would include a hotel, which would involve 24-hour activity. In addition, varying illumination levels would be developed that address the particular needs of outdoor spaces and activities, such as safety, security, vehicular and pedestrian movement, retailing, and signage. Further, the Project would be required to comply with the Design Review process outlined in the Municipal Code, which requires that general architectural considerations such as exterior lighting are compatible with design and character of adjacent or neighboring properties.

Glare

The Project would include a four-story parking garage that would decrease the number of surface parking spaces on the Project site, thereby reducing the amount of potential glare on the Project site from the windshields of parked cars. Additionally, with development of the Project, new way finding and business related signage would be installed, which

could be potential sources of glare. However, these signs must comply with Municipal Code Section 17.32.200, Permitted signs in commercial and industrial districts, which states that a sign must be in harmony with the premises on which it is to be located and with other properties in the vicinity. Additionally, signs must conform to specific design criteria that consider shape, letter type, material, type of color, and type of illumination. Compliance with existing standards would result in a *less-than-significant* impact to day or nighttime views in the area from glare.

Applicable Regulations:

- Daly City 2030 General Plan, Resource Management Element
- Daly City Municipal Code, Chapter 17.45 Design Review
- Daly City Municipal Code, Chapter 17.32 Signs

Significance Before Mitigation: Less than significant.

4.1.4 CUMULATIVE IMPACTS

AES-5 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics.

In addition to the Project, future growth would also occur in the City of Daly City under the General Plan. Development under the General Plan would have a potential to result in aesthetic impacts that, considered with the impacts of the Project could result in cumulative impacts. However, future development under the General Plan would be subject to design reviews and Municipal Code requirements regulating light, glare, building height, and other issues pertaining to visual quality. Therefore, the Project would result in a *less- than-significant* cumulative impact in relation to aesthetics.

Applicable Regulations:

- Daly City 2030 General Plan, Resource Management Element
- Daly City Municipal Code
- Daly City Municipal Code, Chapter 17.45 Design Review
- Daly City Municipal Code, Chapter 17.32 Signs

Significance Before Mitigation: Less than significant.

AESTHETICS

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4.2 AIR QUALITY

This chapter describes the existing air quality setting and evaluates the potential environmental impacts that could occur by adopting and implementing the Serramonte Shopping Center Expansion Project (Project). “Emissions” refers to the actual quantity of pollutant, measured in pounds per day or tons per year. “Concentrations” refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

This chapter is based on the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) for project-level review, based on preliminary information available. The analysis contained herein focuses on air pollution from regional emissions and localized pollutant concentrations from buildout of the Project. Transportation sector emissions are based on trip generation provided by Kittelson & Associates, Inc. Criteria air pollutant emissions modeling is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR. A health risk assessment (HRA) for the construction phase of the Project is included in Appendix D, *Health Risk Assessment*, of this Draft EIR.

4.2.1 ENVIRONMENTAL SETTING

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The State is divided into 15 air basins. Daly City is in the San Francisco Bay Area Air Basin (SFBAAB or Air Basin). The discussion below identifies the natural factors in the Air Basin that affect air pollution. Air pollutants of concern are criteria air pollutants and toxic air contaminants (TACs). Federal, State, and local air districts have adopted laws and regulations intended to control and improve air quality. The regulatory framework that is potentially applicable to the Project is also summarized below.

4.2.1.1 SAN FRANCISCO AIR BASIN

BAAQMD is the regional air quality agency for the Air Basin, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara Counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Air quality in this area is determined by such natural factors as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.¹

Meteorology

The Air Basin is characterized by complex terrain, consisting of coastal mountain ranges, inland valleys, and bays, which distort normal wind flow patterns. The Coast Range² splits in the Bay Area, creating a western coast gap, the Golden Gate, and an eastern coast gap, the Carquinez Strait, which allows air to flow in and out of the Bay Area and the Central Valley.

¹ This section describing the air basin is from Bay Area Air Quality Management District, 2010 (Revised 2011), Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

² The Coast Ranges traverses California’s west coast from Humboldt County to Santa Barbara County.

AIR QUALITY

The climate is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below the surface because of the northwesterly flow produces a band of cold water off the California coast.

The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold water band, resulting in condensation and the presence of fog and stratus clouds along the Northern California coast. In the winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms. Weak inversions coupled with moderate winds result in a low air pollution potential.

Wind Patterns

During the summer, winds flowing from the northwest are drawn inland through the Golden Gate and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais in Marin County, the northwesterly winds accelerate considerably and come more directly from the west as they stream through the Golden Gate. This channeling of wind through the Golden Gate produces a jet that sweeps eastward and splits off to the northwest toward Richmond and to the southwest toward San Jose where it meets the East Bay hills.

Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno gap. For example, the average wind speed at the San Francisco International Airport in July is about 17 knots (from 3:00 p.m. to 4:00 p.m.), compared with only 7 knots at San Jose and less than 6 knots at the Farallon Islands.

The air flowing in from the coast to the Central Valley, called the sea breeze, begins developing at or near ground level along the coast in late morning or early afternoon. As the day progresses, the sea breeze layer deepens and increases in velocity while spreading inland. The depth of the sea breeze depends in large part upon the height and strength of the inversion. Under normal atmospheric conditions, the air in the lower atmosphere is warmer than the air above it. An inversion is a change in the normal conditions that causes the temperature gradient to be reversed or inverted. If the inversion is low and strong, hence stable, the flow of the sea breeze will be inhibited, and stagnant conditions are likely to result.

In the winter, the Air Basin frequently experiences stormy conditions with moderate to strong winds as well as periods of stagnation with very light winds. Winter stagnation episodes (i.e., conditions where there is little mixing, which occur when there is a lack of or little wind) are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime air-flow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys within the Air Basin.

Temperature

Summertime temperatures in the Air Basin are determined in large part by the effect of differential heating between land and water surfaces. Because land tends to heat up and cool off more quickly than water, a large-scale gradient (differential) in temperature is often created between the coast and the Central Valley, and small-scale local gradients are often produced

along the shorelines of the ocean and bays. The temperature gradient near the ocean is also exaggerated, especially in summer, because of the upwelling of cold water from the ocean bottom along the coast. On summer afternoons, the temperatures at the coast can be 35 degrees Fahrenheit cooler than temperatures 15 to 20 miles inland; at night, this contrast usually decreases to less than 10 degrees Fahrenheit.

In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime the temperature contrast between the coast and inland areas is small, whereas at night the variation in temperature is large.

Precipitation

The Air Basin is characterized by moderately wet winters and dry summers. Winter rains (November through March) account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the Air Basin to another, even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in sheltered valleys.

During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing (an upward and downward movement of air) are usually high, and thus pollution levels tend to be low (i.e., air pollutants are dispersed more readily into the atmosphere rather than accumulating under stagnant conditions). However, during the winter, frequent dry periods do occur where mixing and ventilation are low and pollutant levels build up.

Wind Circulation

Low wind speed contributes to the buildup of air pollution because it allows more pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall and winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commuter traffic (early morning) and wood-burning appliances (nighttime). The problem can be compounded in valleys when weak flows carry the pollutants up-valley during the day and cold air drainage flows move the air mass down-valley at night. Such restricted movement of trapped air provides little opportunity for ventilation and leads to buildup of pollutants to potentially unhealthful levels.

Inversions

As described above, an inversion is a layer of warmer air over a layer of cooler air. Inversions significantly affect air quality conditions because they influence the mixing depth (i.e., the vertical depth in the atmosphere available for diluting air contaminants near the ground). There are two types of inversions that occur regularly in the Air Basin. Elevation inversions³ are more common in the summer and fall, and radiation inversions⁴ are more common during the winter. The highest air pollutant concentrations in the Air Basin generally occur during inversions.

³ When the air blows over elevated areas, it is heated as it is compressed into the side of the hill/mountain. When that warm air comes over the top, it is warmer than the cooler air of the valley.

⁴ During the night, the ground cools off, radiating the heat to the sky.

AIR QUALITY

4.2.1.2 AIR POLLUTANTS OF CONCERN

A substance in the air that can cause harm to humans and the environment is known as an air pollutant. Pollutants can be in the form of solid particles, liquid droplets, or gases. In addition, they may be natural or man-made. Pollutants can be classified as primary or secondary. Usually, primary pollutants are directly emitted from a process, such as ash from a volcanic eruption, carbon monoxide gas from a motor vehicle exhaust, or sulfur dioxide released from factories. Secondary pollutants are not emitted directly. Rather, they form in the air when primary pollutants react or interact.

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law. Air pollutants are categorized as primary and/or secondary pollutants. Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are primary air pollutants. Of these, CO, SO₂, NO₂, PM₁₀, and PM_{2.5} are “criteria air pollutants,” which means that ambient air quality standards (AAQS) have been established for them. ROG and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O₃) and nitrogen dioxide (NO₂) are the principal secondary pollutants. Areas that meet AAQS are classified attainment areas, and areas that do not meet these standards are classified nonattainment areas.

A description for each of the primary and secondary criteria air pollutants and their known health effects is presented below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little or no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and when a vehicle is moving at low speeds. New findings indicate that CO emissions per mile are lowest at about 45 miles per hour (mph) for the average light-duty motor vehicle and begin to increase again at higher speeds. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity. This results in reduced oxygen reaching the brain, heart, and other body tissues. This condition is especially critical for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and even death.⁵ The Air Basin is designated under the California and National AAQS as being in attainment of CO criteria levels.⁶

⁵ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011), Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

⁶ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/desig/adm/adm.htm>, June.

- **Reactive Organic Gases (ROGs)** are compounds composed primarily of hydrogen and carbon atoms. Internal combustion associated with motor vehicle usage is the major source of ROGs. Other sources of ROGs include evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but rather by reactions of ROGs to form secondary pollutants such as O₃. There are no AAQS established for ROGs. However, because they contribute to the formation of O₃, BAAQMD has established a significance threshold for this pollutant.
- **Nitrogen Oxides (NO_x)** are a by-product of fuel combustion and contribute to the formation of O₃, PM₁₀, and PM_{2.5}. The two major components of NO_x are nitric oxide (NO) and nitrogen dioxide (NO₂). The principal component of NO_x produced by combustion is NO, but NO reacts with oxygen to form NO₂, creating the mixture of NO and NO₂ commonly called NO_x. NO₂ acts as an acute irritant and in equal concentrations is more injurious than NO. At atmospheric concentrations, however, NO₂ is only potentially irritating. There is some indication of a relationship between NO₂ and chronic pulmonary fibrosis. Some increase in bronchitis in children (2 to 3 years old) has also been observed at concentrations below 0.3 ppm. NO₂ absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure.⁷ The Air Basin is designated an attainment area for NO₂ under the National and California AAQS.⁸
- **Sulfur Dioxide (SO₂)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It enters the atmosphere as a result of burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO₂. When SO₂ forms sulfates (SO₄) in the atmosphere, together these pollutants are referred to as sulfur oxides (SO_x). Thus, SO₂ is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO₂ may irritate the upper respiratory tract. At lower concentrations and when combined with particulates, SO₂ may do greater harm by injuring lung tissue.⁹ The Air Basin is designated an attainment area for SO₂ under the California and National AAQS.¹⁰
- **Suspended Particulate Matter (PM₁₀ and PM_{2.5})** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are now recognized and regulated. Inhalable coarse particles, or PM₁₀, include the particulate matter with an aerodynamic diameter of 10 microns (i.e., 10 millionths of a meter or 0.0004-inch) or less. Inhalable fine particles, or PM_{2.5}, have an aerodynamic diameter of 2.5 microns or less (i.e., 2.5 millionths of a meter or 0.0001 inch).

Some particulate matter, such as pollen, occurs naturally. In the Air Basin most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM₁₀ bypasses the body's natural

⁷ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

⁸ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/design/adm/adm.htm>, June.

⁹ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

¹⁰ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/design/adm/adm.htm>, June.

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filtration system more easily than larger particles and can lodge deep in the lungs. The U.S. Environmental Protection Agency (EPA) scientific review concluded that PM_{2.5} penetrates even more deeply into the lungs, and this is more likely to contribute to health effects—at concentrations well below current PM₁₀ standards. These health effects include premature death in people with heart or lung disease, non-fatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing). Motor vehicles are currently responsible for about half of particulates in the Air Basin. Wood burning in fireplaces and stoves is another large source of fine particulates.¹¹

Both PM₁₀ and PM_{2.5} may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. These health effects include premature death; increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individual with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms.¹² There has been emerging evidence that even smaller particulates with an aerodynamic diameter of <0.1 microns or less (i.e., ≤0.1 millionths of a meter or <0.000004 inch), known as ultrafine particulates (UFPs), have human health implications, because UFPs toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs. However, the EPA and California Air Resources Board have yet to adopt AAQS to regulate these particulates. Diesel particulate matter (DPM) is also classified a carcinogen by the CARB. The Air Basin is designated nonattainment under the California AAQS for PM₁₀ and nonattainment under both the California and National AAQS for PM_{2.5}.^{13,14}

- **Ozone (O₃)** is commonly referred to as “smog” and is a gas that is formed when ROG and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions in the presence of sunlight. O₃ is a secondary criteria air pollutant. O₃ concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions to the formation of this pollutant. O₃ poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. O₃ levels usually build up during the day and peak in the afternoon hours. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. O₃ can also damage plants and trees and materials such as rubber and fabrics.¹⁵ The Air Basin is designated nonattainment of the 1-hour California AAQS and 8-hour California and National AAQS for O₃.¹⁶

¹¹ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

¹² South Coast Air Quality Management District (SCAQMD), 2005. Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.

¹³ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/design/adm/adm.htm>, June.

¹⁴ On January 9, 2013, the EPA issued a final rule to determine that the SFBAAB has attained the 24-hour PM_{2.5} National AAQS. This action suspends federal State Implementation Plan planning requirements for the Bay Area. The SFBAAB will continue to be designated nonattainment for the National 24-hour PM_{2.5} standard until such time as BAAQMD elects to submit a redesignation request and a maintenance plan to EPA and EPA approves the proposed redesignation.

¹⁵ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

¹⁶ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/design/adm/adm.htm>, June.

- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers. Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the EPA set national regulations to gradually reduce the lead content in gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The EPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result of the EPA's regulatory efforts to remove lead from gasoline, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically.¹⁷ The Air Basin is designated in attainment of the California and National AAQS for lead.¹⁸ Because emissions of lead are found only in projects that are permitted by BAAQMD, lead is not an air quality of concern for the Project.

Toxic Air Contaminants

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code define a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 U.S. Code Section 7412[b]) is a toxic air contaminant. Under State law, the California Environmental Protection Agency (Cal/EPA), acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics “Hot Spot” Information and Assessment Act of 1987). The Tanner Air Toxics Act sets up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an “airborne toxics control measure” for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics “Hot Spot” Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment (HRA), and if specific thresholds are exceeded, are required to communicate the results to the public through notices and public meetings.

¹⁷ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

¹⁸ California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/design/adm/adm.htm>, June.

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At the time of the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs.¹⁹ Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

In 1998, CARB identified diesel particulate matter (DPM) as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all diesel exhaust particles are 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

4.2.1.3 REGULATORY FRAMEWORK

Federal and State Regulations

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the U.S. Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species specifics. The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 4.2-1. These pollutants are ozone (O₃), nitrogen dioxide (NO₂), carbon monoxide (CO), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

¹⁹ California Air Resources Board (CARB), 1999. Final Staff Report: Update to the Toxic Air Contaminant List.

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TABLE 4.2-1 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O ₃)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO ₂)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO ₂)	Annual Arithmetic Mean	*	* ^a	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	* ^a	
Respirable Particulate Matter (PM ₁₀)	Annual Arithmetic Mean	20 µg/m ³	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	50 µg/m ³	150 µg/m ³	
Respirable Particulate Matter (PM _{2.5})	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m ³	
Lead (Pb)	30-Day Average	1.5 µg/m ³	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarterly	*	1.5 µg/m ³	
	Rolling 3-Month Average	*	0.15 µg/m ³	
Sulfates (SO ₄)	24 hours	25 µg/m ³	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	No Federal Standard	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.
Hydrogen Sulfide	1 hour	0.03 ppm	No Federal Standard	Hydrogen sulfide (H ₂ S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.

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TABLE 4.2-1 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Vinyl Chloride	24 hour	0.01 ppm	No Federal Standard	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Notes: ppm: parts per million; $\mu\text{g}/\text{m}^3$: micrograms per cubic meter

* Standard has not been established for this pollutant/duration by this entity.

a. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked.

Source: California Air Resources Board, 2013, Ambient Air Quality Standards, <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>, June.

Regional Regulations

Bay Area Air Quality Management District

BAAQMD is the agency responsible for assuring that the National and California AAQS are attained and maintained in the Air Basin. BAAQMD is responsible for:

- Adopting and enforcing rules and regulations concerning air pollutant sources.
- Issuing permits for stationary sources of air pollutants.
- Inspecting stationary sources of air pollutants.
- Responding to citizen complaints.
- Monitoring ambient air quality and meteorological conditions.
- Awarding grants to reduce motor vehicle emissions.
- Conducting public education campaigns.
- Air Quality Management Planning.

Air quality conditions in the Air Basin have improved significantly since BAAQMD was created in 1955.²⁰ BAAQMD prepares air quality management plans (AQMPs) to attain ambient air quality standards in the Air Basin. BAAQMD prepares ozone attainment plans for the National O_3 standard and clean air plans for the California O_3 standard. BAAQMD prepares these AQMPs in coordination with Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The most recently adopted comprehensive plan is the 2010 Bay Area Clean Air Plan, which was adopted by BAAQMD on September 15, 2010, and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

²⁰ Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in California Environmental Quality Act Air Quality Guidelines.

BAAQMD 2010 Bay Area Clean Air Plan

The purpose of the 2010 Bay Area Clean Air Plan is to: 1) update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement all feasible measures to reduce O₃; 2) consider the impacts of O₃ control measures on PM, TAC, and greenhouse gases (GHGs) in a single, integrated plan; 3) review progress in improving air quality in recent years; and 4) establish emission control measures in the 2009 to 2012 timeframe. The 2010 Bay Area Clean Air Plan also provides the framework for the Air Basin to achieve attainment of the California and National AAQS.

BAAQMD Community Air Risk Evaluation Program

BAAQMD's Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposure to outdoor TACs in the Bay Area. Based on findings of the latest report, Diesel Particulate Matter (DPM) was found to account for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light duty trucks were also identified as significant contributors: 1,3-butadiene contributed 4 percent of the cancer risk-weighted emissions, and benzene contributed 3 percent. Collectively, five compounds—diesel PM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found to be responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk-weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). A 75 percent reduction in DPM was predicted between 2005 and 2015 when the inventory accounted for CARB's diesel regulations. Overall, cancer risk from TACs dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for state diesel regulations and other reductions.²¹

Modeled cancer risks from TACs in 2005 were highest near sources of DPM: near core urban areas, along major roadways and freeways, and near maritime shipping terminals. Peak modeled risks were found to be located east of San Francisco, near West Oakland, and the Maritime Port of Oakland. BAAQMD has identified seven impacted communities in the Bay Area:

- Western Contra Costa County and the cities of Richmond and San Pablo
- Western Alameda County along the Interstate 880 (I-880) corridor and the cities of Berkeley, Alameda, Oakland, San Leandro, and Hayward
- San Jose
- Eastern side of San Francisco
- Concord
- Vallejo
- Pittsburgh and Antioch

Daly City is not within one of the BAAQMD impacted CARE communities. The closest CARE community to Daly City is the Eastern side of San Francisco impacted community.

²¹ Bay Area Air Quality Management District (BAAQMD), 2014. Improving Air Quality & Health in Bay Area Communities, Community Air Risk Program (CARE) Retrospective & Path Forward (2004 – 2013). April

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The major contributor to acute and chronic non-cancer health effects in the Air Basin is acrolein (C₃H₄O). Major sources of acrolein are on-road mobile sources and aircraft, and areas with high acrolein emissions are near freeways and commercial and military airports.²² Currently CARB does not have certified emission factors or an analytical test method for acrolein. Since the appropriate tools needed to implement and enforce acrolein emission limits are not available, BAAQMD does not conduct health risk screening analysis for acrolein emissions.²³

C/CAG

The City/County Association of Governments of San Mateo (C/CAG) is the designated congestion management agency for the county. C/CAG's congestion management plan (CMP) identifies strategies to respond to future transportation needs, develops procedures to alleviate and control congestion, and promotes countywide solutions. The most recent CMP is the 2013 Congestion Management Program for San Mateo County. Pursuant to the EPA's transportation conformity regulations and the Bay Area Conformity State Implementation Plan (also known as the Bay Area Air Quality Conformity Protocol), the CMP is required to be consistent with the Metropolitan Transportation Commission (MTC) planning process, including regional goals, policies, and projects for the regional transportation improvement program (RTIP). MTC cannot approve any transportation plan, program, or project unless these activities conform to the State Implementation Plan (SIP).²⁴

Plan Bay Area: Strategy for a Sustainable Region

Plan Bay Area is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). The Plan Bay Area was adopted jointly by ABAG and MTC July 18, 2013.²⁵ The SCS lays out a development scenario for the region, which when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. According to Plan Bay Area, the Plan meets a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth in the Bay Area by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs in the region.²⁶ The Project site is not within a PDA.²⁷

²² Bay Area Air Quality Management District (BAAQMD), 2006. Community Air Risk Evaluation Program, Phase I Findings and Policy Recommendations Related to Toxic Air Contaminants in the San Francisco Bay Area.

²³ Bay Area Air Quality Management District (BAAQMD), 2010. Air Toxics NSR Program, Health Risk Screening Analysis Guidelines.

²⁴ City/County Association of Governments of San Mateo County (C/CAG)/. 2013, November. Final San Mateo County Congestion Management Program.

²⁵ It should be noted that the Bay Area Citizens filed a lawsuit on MTC's and ABAG's adoption of *Plan Bay Area*.

²⁶ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area: Strategy for a Sustainable Region*, July 18.

²⁷ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area*, <http://geocommons.com/maps/141979>.

4.2.1.4 EXISTING AIR QUALITY

Attainment Status of the SFBAAB

Areas that meet AAQS are classified attainment areas, and areas that do not meet these standards are classified nonattainment areas. Severity classifications for O₃ range from marginal, moderate, and serious to severe and extreme. The attainment status for the Air Basin is shown in Table 4.2-2. The Air Basin is currently designated a nonattainment area for California and National O₃, California and National PM_{2.5}, and California PM₁₀ AAQS.

TABLE 4.2-2 ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SAN FRANCISCO BAY AREA AIR BASIN

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment (serious)	Nonattainment
Ozone – 8-hour	Nonattainment	Classification revoked (2005)
PM ₁₀	Nonattainment	Unclassified/Attainment
PM _{2.5}	Nonattainment	Nonattainment ^a
CO	Attainment	Attainment
NO ₂	Attainment	Attainment
SO ₂	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	Unclassified/Attainment
All others	Unclassified/Attainment	Unclassified/Attainment

a. On January 9, 2013, the EPA issued a final rule to determine that the Air Basin has attained the 24-hour PM_{2.5} National AAQS. This action suspends federal State Implementation Plan planning requirements for the Bay Area. The Air Basin will continue to be designated nonattainment for the National 24-hour PM_{2.5} standard until such time as BAAQMD elects to submit a re-designation request and a maintenance plan to EPA and EPA approves the proposed re-designation.

Source: California Air Resources Board, 2014, Area Designations: Activities and Maps, <http://www.arb.ca.gov/desig/adm/adm.htm>, June 4.

Existing Ambient Air Quality

Existing Air Quality Trends

Existing levels of ambient air quality and historical trends and projections in the vicinity of Daly City have been documented by measurements made by BAAQMD. The San Francisco Monitoring Station is the closest air quality monitoring station to the City. Data from these monitoring stations are summarized in Table 4.2-3. The new federal NO₂ standard and the State PM₁₀ standard was exceeded once at the monitoring location. This station also regularly exceeds the federal PM_{2.5} standard. The State and federal O₃ and CO, the State NO₂, and the federal O₃ standards have not been exceeded in the last 5 years in the vicinity of the monitoring station.

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TABLE 4.2-3 AMBIENT AIR QUALITY MONITORING SUMMARY

Pollutant/Standard	Number of Days Thresholds Were Exceeded and Maximum Levels During Such Violations				
	2009	2010	2011	2012	2013
Ozone (O₃)^a					
State 1-Hour ≥ 0.09 ppm	0	0	0	0	0
State 8-hour ≥ 0.07 ppm	0	0	0	0	0
Federal 8-Hour > 0.075 ppm	0	0	0	0	0
Maximum 1-Hour Conc. (ppm)	0.072	0.079	0.070	0.069	0.069
Maximum 8-Hour Conc. (ppm)	0.057	0.051	0.054	0.049	0.060
Carbon Monoxide (CO)^a					
State 8-Hour > 9.0 ppm	0	0	0	0	0
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Conc. (ppm)	2.86	1.37	1.20	1.19	*
Nitrogen Dioxide (NO₂)^a					
State 1-Hour ≥ 0.18 (ppm)	0	0	0	0	0
Federal 1-Hour ≥ 0.100 (ppm)	0	0	0	1	0
Maximum 1-Hour Conc. (ppb)	59.0	92.9	93.3	124.0	72.6
Coarse Particulates (PM₁₀)^a					
State 24-Hour > 50 µg/m ³	0	0	0	1	0
Federal 24-Hour > 150 µg/m ³	0	0	0	0	0
Maximum 24-Hour Conc. (µg/ m ³)	36.0	39.7	45.6	50.6	44.3
Fine Particulates (PM_{2.5})^a					
Federal 24-Hour > 35 µg/m ³	1	3	2	1	2
Maximum 24-Hour Conc. (µg/m ³)	35.5	45.3	47.5	35.7	48.5

Notes: ppm: parts per million; ppb: parts per billion; µg/m³: or micrograms per cubic meter; * = insufficient data; NA = Not Available. An exceedance of a standard is not necessarily related to a violation of the standard.

a. Data from the San Francisco Arkansas Street Monitoring Station.

Source: California Air Resources Board, 2014, Air Pollution Data Monitoring Cards (2009, 2010, 2011, 2012,, and 2013), <http://www.arb.ca.gov/adam/index.html>, accessed November 13, 2014.

Existing Serramonte Shopping Center Emissions

The Serramonte Shopping Center is a regional mall that operates in Daly City. The existing shopping center generates criteria air pollutant emissions from transportation sources, energy use, and area sources. Table 4.2-4 provides an estimate of the emissions generated by the existing land use.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are also considered sensitive receptors to air pollution because residents

TABLE 4.2-4 CRITERIA AIR POLLUTANT EMISSIONS GENERATED BY EXISTING LAND USES WITHIN THE SERRAMONTE SHOPPING CENTER

Category	Criteria Air Pollutants (Average lbs/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area ^a	21	<1	<1	<1
Energy ^a	<1	2	<1	<1
On-Road Mobile Sources ^a	100	215	143	40
Total	121	216	143	40
Tons Per Year (tpy)	22	40	26	7

Note: Emissions may not total to 100 percent due to rounding.

a. Source: CalEEMod 2013.2.2. Based on year 2014 emission rates.

(including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, since the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the population.

Existing sensitive receptors proximate to the Project site include the surrounding residential communities, including the multi-family units to the west across Callan Boulevard, south of Serramonte Boulevard, and southeast of the Serramonte Boulevard and Interstate 280 (I-280) as well as the multi- and single-family uses to the west across from Highway 1.

4.2.2 STANDARDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, the Project would have a significant effect on the environment with respect to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).
4. Expose sensitive receptors to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.

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4.2.2.1 BAAQMD SIGNIFICANCE CRITERIA

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and greenhouse gas emissions. In June 2010, the BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts.

On March 5, 2012, the Alameda County Superior Court issued a judgment finding that BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not determine whether the thresholds of significance were valid on their merits, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering BAAQMD to set aside the thresholds and cease dissemination of them until BAAQMD complied with CEQA.

Following the court's order, BAAQMD released revised CEQA Air Quality Guidelines in May 2012 that include guidance on calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, and which set aside the significance thresholds. BAAQMD recognizes that lead agencies may rely on the previously recommended Thresholds of Significance contained in its CEQA Guidelines adopted in 1999. The Alameda County Superior Court, in ordering BAAQMD to set aside the thresholds, did not address the merits of the science or evidence supporting the thresholds. The City finds, therefore, that despite the Superior Court's ruling, and in light of the subsequent case history discussed below, the science and reasoning contained in the BAAQMD 2011 CEQA Air Quality Guidelines provide the latest state-of-the-art guidance available. For that reason, substantial evidence supports continued use of the BAAQMD 2011 CEQA Air Quality Guidelines.

On August 13, 2013, the First District Court of Appeal reversed the trial court judgment and upheld the BAAQMD's CEQA Guidelines. In addition to the City's independent determination that use of the BAAQMD's CEQA Guidelines is supported by substantial evidence, they have been found to be valid guidelines for use in the CEQA environmental review process. On November 26, 2013, the California Supreme Court granted review on the issue of whether CEQA requires analysis of how existing environmental conditions affect a project (*California Building Industry Association v Bay Area Air Quality Management District*, Case No. A135335 and A136212).

While the outcome of this case presents uncertainty for current project applicants and local agencies regarding proper evaluation of toxic air contaminants in CEQA documents, local agencies still have a duty to evaluate impacts related to air quality and greenhouse gas emissions. In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance, or to rely on thresholds previously adopted or recommended by other public agencies or experts so long as they are supported by substantial evidence. Accordingly, the City of Daly City is using BAAQMD's 2011 thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on air quality and community risk and hazards.

Criteria Air Pollutant Emissions and Precursors

Regional Significance Criteria

BAAQMD’s criteria for regional significance for projects that exceed the screening thresholds are shown in Table 4.2-5. Criteria for both the construction and operational phases of the Project are shown.

TABLE 4.2-5 BAAQMD REGIONAL (MASS EMISSIONS) CRITERIA AIR POLLUTANT SIGNIFICANCE THRESHOLDS

Pollutant	Construction Phase	Operational Phase	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
PM ₁₀ and PM _{2.5} Fugitive Dust	Best Management Practices	None	None

Source: Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix D: Threshold of Significance Justification, in California Environmental Quality Act Air Quality Guidelines.

Local CO Hotspots

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which is 9.0 ppm (8-hour average) and 20.0 ppm (1-hour average). However, with the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the SFBAAB is in attainment of the California and National AAQS, and CO concentrations in the SFBAAB have steadily declined. Because CO concentrations have improved, BAAQMD does not require a CO hotspot analysis if the following criteria are met:

- The Project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The Project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The Project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).²⁸

²⁸ Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

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Community Risk and Hazards

BAAQMD's significance thresholds for local community risk and hazard impacts apply to both the siting of a new source and to the siting of a new receptor. Local community risk and hazard impacts are associated with TACs and PM_{2.5} because emissions of these pollutants can have significant health impacts at the local level. For assessing community risk and hazards, sources within a 1,000-foot radius are considered. Sources are defined as freeways, high volume roadways (with volume of 10,000 vehicles or more per day or 1,000 trucks per day), and permitted sources.²⁹

- The Project would generate TACs and PM_{2.5} during construction activities that could elevate concentrations of air pollutants at the surrounding residential receptors. The thresholds for construction-related local community risk and hazard impacts are the same as for Project operations. Construction-related TAC and PM_{2.5} impacts should be addressed on a case-by-case basis, taking into consideration the specific construction-related characteristics of each project and proximity to off-site receptors, as applicable.³⁰
- Overall exposures to TACs for the visitors to the on-site recreational facilities and guests of the hotel would be relatively low and are considered short-term exposures by BAAQMD. Unlike the exposures to TACs for nearby residences, the short-term exposures to TACs for hotel and recreational use receptors would not result in significant health risks. The Project would not result in siting of new sensitive receptors and the community risk and hazards thresholds for operation of the Project are not applicable.

The thresholds identified below are applied to the Project's construction emissions:

Community Risk and Hazards – Project

Project-level emissions of TACs or PM_{2.5} from individual sources within 1,000 feet of the Project that exceed any of the thresholds listed below are considered a potentially significant community health risk:

- Non-compliance with a qualified Community Risk Reduction Plan;
- An excess cancer risk level of more than 10 in one million, or a non-cancer (i.e., chronic or acute) hazard index greater than 1.0 would be a significant cumulatively considerable contribution;
- An incremental increase of greater than 0.3 micrograms per cubic meter (µg/m³) annual average PM_{2.5} from a single source would be a significant cumulatively considerable contribution.³¹

Community Risk and Hazards – Cumulative

Cumulative sources represent the combined total risk values of each of the individual sources within the 1,000-foot evaluation zone. A project would have a cumulative considerable impact if the aggregate total of all past, present, and foreseeable future sources within a 1,000-foot radius from the fence line of a source or location of a receptor, plus the contribution from the Project, exceeds the following:

²⁹ Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

³⁰ Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

³¹ Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

- Non-compliance with a qualified Community Risk Reduction Plan; or
- An excess cancer risk levels of more than 100 in one million or a chronic non-cancer hazard index (from all local sources) greater than 10.0; or
- 0.8 µg/m³ annual average PM_{2.5}.³²

Odors

BAAQMD's thresholds for odors are qualitative. BAAQMD does not consider odors generated from use of construction equipment and activities to be objectionable. For operational phase odor impacts, a project that would result in the siting of a new source of odor or exposure of a new receptor to existing or planned odor sources should consider odor impacts. BAAQMD considers potential odor impacts to be significant if there are five confirmed complaints per year from a facility, averaged over 3 years. BAAQMD has established odor screening thresholds for land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants.³³

4.2.3 IMPACT DISCUSSION

Methodology

Criteria air pollutants emissions from construction and operation of the Project were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Transportation emissions are based on trip generation provided by Kittelson & Associates. Construction emissions are based on the tentative construction schedule provided by the project developer. A Health Risk Assessment (HRA) for construction activities was conducted for the Project using Lakes Environmental ISCST3.

This section discusses the air quality impacts of the Project. This discussion is organized by and responds to each of the potential impacts identified in the thresholds of significance.

AIR-1 Implementation of the Project could conflict with or obstruct implementation of the applicable air quality plan.

Large projects that exceed regional employment, population, and housing planning projections have the potential to be inconsistent with the regional inventory compiled as part of BAAQMD's Bay Area 2010 Clean Air Plan. The Project would generate an increase of approximately 985 employees within the Project site and would affect regional vehicle miles traveled (VMT). As described in Chapter 4.11, *Population and Housing*, the Project would not exceed the level of population

³² Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

³³ Bay Area Air Quality Management District, 2011 (revised), California Environmental Quality Act Air Quality Guidelines.

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or housing foreseen in City or regional planning efforts; and therefore, would not have the potential to substantially affect housing, employment, and population projections within the region, which is the basis of the Bay Area 2010 Clean Air Plan projections. However, the net increase in regional emissions generated by the Project for both construction and operation could exceed BAAQMD's emissions thresholds (see AIR-2 and AIR-3). These thresholds are established to identify projects that have the potential to generate a substantial amount of criteria air pollutants. Because the Project could exceed these thresholds, the Project would be considered by BAAQMD to be a substantial emitter of criteria air pollutants. Therefore, the Project could conflict with or obstruct implementation of the Bay Area 2010 Clean Air Plan and impacts would be considered *significant*.

IMPACT AIR-1: Construction and operation of the Project could conflict with or obstruct implementation of the applicable air quality plan.

Mitigation Measure AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.

Mitigation Measure AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:

- Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month.
- Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month.
- Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service.
- Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above.

The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program:

- Preferential carpool parking.
- Flexible work schedules for carpools.

- Telecommute and/or flexible work hour programs.
- Car-sharing program (e.g., Zipcar).

The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.

Mitigation Measure AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement.

Significance After Mitigation: Less than significant. Mitigation Measures AIR-1A would require applicants for new development projects within Serramonte Shopping Center to designate spaces for electric vehicle charging in the commercial, hotel, and medical office developments in order to encourage motorists to take zero- or near-zero emission vehicles or alternative modes of transportation. Mitigation Measure AIR-1B would require employers to establish employee trip commute reduction program to promote alternative modes of transportation to the Project Site and reduce criteria air pollutant emissions from mobile sources. Mitigation Measures AIR-1.3 would reduce building energy use.

As identified in AIR-2 below, Mitigation Measures AIR-1A through AIR-1.3 would reduce the area and mobile source emissions of criteria air pollutants, and would ensure impacts from Project operation are *less than significant*.

AIR-2 During construction, the Project could violate an air quality standard or contribute substantially to an existing or projected air quality violation.

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors including, ROG, NO_x, PM₁₀ and PM_{2.5}. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Construction Emissions

Construction activities produce combustion emissions from various sources, such as on-site heavy-duty construction vehicles, vehicles hauling materials to and from the site, and motor vehicles transporting the construction crew. Site preparation activities produce fugitive dust emissions (PM₁₀ and PM_{2.5}) from demolition and soil-disturbing activities, such as grading and excavation. Air pollutant emissions from construction activities on-site would vary daily as construction activity levels change.

The Project would result in construction of 521,600 square feet of new development (net increase of 468,600 square feet) and would result in approximately 10,540 tons of demolition export. Therefore, a quantified analysis of the Project's construction emissions was conducted using CalEEMod based on information available.

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Fugitive Dust

As identified above, the Project would warrant substantial asphalt and some building demolition at the existing shopping center. In addition, ground-disturbing activities would generate fugitive dust. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are considered to be significant unless the Project implements BAAQMD's Best Management Practices (BMPs) for fugitive dust control during construction. PM_{10} is typically the most significant source of air pollution from the dust generated from construction. The amount of dust generated during construction would be highly variable and is dependent on the amount of material being demolished, the type of material, moisture content, and meteorological conditions. If uncontrolled, PM_{10} and $PM_{2.5}$ levels downwind of actively disturbed areas could possibly exceed State standards. Consequently, construction-related criteria pollutant emissions are potentially *significant*.

IMPACT AIR-2: Construction activities would generate fugitive dust during ground-disturbing activities that has the potential to exceed BAAQMD significance thresholds unless BMPs are implemented.

Mitigation Measure AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM_{10} and $PM_{2.5}$:

- Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material.
- Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.)
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff from public roadways.
- The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections.

Significance After Mitigation: Less than significant. Mitigation Measure AIR-2 would require adherence to the current BAAQMD’s basic control measures for reducing construction emissions of PM and would ensure impacts from fugitive dust generated during construction activities are *less than significant*.

Construction Exhaust Emissions

Construction emissions are based on the preliminary construction schedule developed for the Project. The Project site would be developed in several construction phases over an approximately 10-year period. Because condensing the Project construction activities into two development phases (short-term and long-term) would generate higher average daily construction emissions, air quality modeling is conservatively based on a two-phased development.³⁴ The short-term phase would include development of the entertainment uses, restaurant on the east-central portion of the mall, parking structure on the west-central portion of the mall, retail uses in the southeastern portion of the mall, and retail uses in the southeastern portion of the mall. The long-term phase encompasses the hillside area on the south western portion of the site and the retail uses and hotel in the northern portion of the site, which cannot commence until the existing leases for the Firestone and Denny’s business expire in 2020.

To determine potential construction-related air quality impacts, criteria air pollutants generated by Project-related construction activities are compared to the BAAQMD significance thresholds in Table 4.2-5, above, for average daily emissions. Average daily emissions are based on the annual construction emissions divided by the total number of active construction days.

As shown in Table 4.2-6, criteria air pollutant emissions from construction equipment exhaust would not exceed the BAAQMD average daily thresholds. Consequently, construction-related criteria pollutant emissions from exhaust are *less than significant*.

Applicable Regulations:

- CARB Rule 2485 (13 CCR Chapter 10, Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- CARB Rule 2449 (13 CCR Chapter 10, Section 2449), In-Use Off-Road Diesel-Fueled Fleets.
- BAAQMD Regulation 11, Rule 2, Asbestos, Demolition, Renovation and Manufacturing

Significance Before Mitigation: Significant.

AIR-3 During operation, the Project could violate any air quality standard or contribute substantially to an existing or projected air quality violation.

³⁴ To be conservative, air quality modeling for the short-term phase was completed using an earlier start date of August 1, 2016 and January 1, 2020 for the long-term phase, which reflects higher emission rates from off-road equipment and on-road vehicles. Vehicle and equipment turnover, as well as changes in emissions regulations, result in lower emission rates in later years.

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TABLE 4.2-6 SERRAMONTE SHOPPING CENTER CONSTRUCTION-RELATED CRITERIA AIR POLLUTANT EMISSIONS ESTIMATES

Year	Criteria Air Pollutants (tpy) ^a					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
Short-Term Phase						
2016	<1	3	<1	<1	<1	<1
2017	2	5	<1	<1	<1	<1
Total Short-Term Phase	3	8	<1	<1	<1	<1
Long-Term Phase						
2020	2	3	<1	<1	<1	<1
2021	<1	<1	<1	<1	<1	<1
Total Long-Term Phase	2	3	<1	<1	<1	<1
	Criteria Air Pollutants (average lbs/day) ^a					
	ROG	NO _x	Fugitive PM ₁₀ ^b	Exhaust PM ₁₀	Fugitive PM _{2.5} ^b	Exhaust PM _{2.5}
Average Daily Construction Emissions – Short-Term Phase ^c	15	45	3	2	1	2
Average Daily Construction Emissions – Long-Term Phase ^c	12	26	2	1	1	1
BAAQMD Average Daily Project-Level Threshold	54	54	BMPs	82	BMPs	54
Exceeds Average Daily Threshold	No	No	NA	No	NA	No

Note: Emissions may not total to 100 percent due to rounding.

BMP: Best Management Practices; NA: not applicable

a. Construction phasing is based on the preliminary information provided by the developer. Where specific information regarding Project-related construction activities was not available, construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects. Modeling is conservative because it assumes an earlier start date which reflects slightly higher emission rates from off-road equipment and on-road vehicles. Vehicle/equipment turnover as well as changes in emissions regulations result in lower emissions rates in later years.

b. Includes implementation of best management practices for fugitive dust control required by BAAQMD as mitigation, including watering disturbed areas a minimum of two times per day, reducing speed limit to 15 mph on unpaved surfaces, and daily street sweeping.

c. Average daily emissions are based on the construction emissions divided by the total number of active construction days. Short-term and long-term construction activities would not overlap. The total number of construction days for the short-term phase is estimated to be 360 and the total number of construction days for the long-term phase is estimated to be 263.

Source: CalEEMod 2013.2.2.

Long-term air pollutant emissions generated by a mixed-use development are typically associated with the burning of fossil fuels in cars (mobile sources); energy use for cooling, heating, and cooking (energy); and landscape equipment (area sources). The primary source of long-term criteria air pollutant emissions generated by the Project would be emissions produced from Project-generated vehicle trips. Table 4.2-7 identifies the net increase in criteria air pollutant emissions associated with the Project.

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TABLE 4.2-7 SERRAMONTE SHOPPING CENTER CRITERIA AIR POLLUTANTS EMISSIONS FORECAST

Category	Criteria Air Pollutants (Average lbs/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing				
Area	21	<1	<1	<1
Energy	<1	2	<1	<1
On-Road Mobile Sources	58	109	142	39
Total	79	111	142	39
Project Buildout				
Area	33	<1	<1	<1
Energy	<1	3	<1	<1
On-Road Mobile Sources	85	160	208	58
Total	118	163	209	58
Change from Existing	39	52	67	19
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	No	No	No	No
Category	Criteria Air Pollutants (tpy)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing	14	20	26	7
Project Buildout	21	30	38	11
Change from Existing	7	10	12	3
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	No	Yes	No	No

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2013 Building & Energy Efficiency Standards (effective July 1, 2014). Average daily emissions are based on the annual operational emissions divided by 365 days.
Source: CalEEMod 2013.2. Based on year 2022 emission rates.

As shown in Table 4.2-7, the net increase in operational emissions generated by the Project would exceed the NO_x BAAQMD daily or annual thresholds. Consequently, the Project could cumulatively contribute to the nonattainment designations of the Air Basin, and regional operational phase air quality impacts would be *significant*.

IMPACT AIR-3: Operation of the Project could violate air quality standards or contribute substantially to an existing or projected air quality violation.

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Mitigation Measures AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1.3 would reduce operational air quality impacts.

Significance After Mitigation: Less than significant. Mitigation Measures AIR-1A would require applicants for new development projects within Serramonte Shopping Center to designate spaces for electric vehicle charging in the commercial, hotel, and medical office developments in order to encourage motorists to take zero- or near-zero emission vehicles or alternative modes of transportation. Mitigation Measure AIR-1B would require employers to establish employee trip commute reduction program to promote alternative modes of transportation to the Project Site and reduce criteria air pollutant emissions from mobile sources. Mitigation Measures AIR-1C would reduce building energy use. With the implementation of Mitigation Measures AIR-1A through AIR-1C, the net increase in criteria air pollutant emissions associated with the mitigated Project would reduce the area and mobile source emissions of criteria air pollutants below BAAQMD's significance threshold levels, as depicted in Table 4.2-8. Mitigation Measures AIR-1A through AIR-1C would ensure impacts from Project operation are *less than significant*.

AIR-4 **During construction and operation, implementation of the Project could result in a cumulatively considerable net increase of criteria pollutants for which the Project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).**

This section analyzes potential impacts related to air quality that could occur from a combination of the Project with other past, present, and reasonably foreseeable projects within the Air Basin. Any project that produces a significant project-level regional air quality impact in an area that is in nonattainment adds to the cumulative impact. Due to the extent of the area potentially impacted from cumulative project emissions (the Air Basin), a project is cumulatively significant when project-related emissions exceed the BAAQMD emissions thresholds shown in Table 4.2-5, above. As described in this report, the Project would have a significant construction impact (see AIR-2), and would have a significant operational impact (see AIR-3). Therefore, the Project's contribution to cumulative air quality impacts would be *significant*.

IMPACT AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.

Mitigation Measure AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.

Significance After Mitigation: Less than significant. Mitigation Measures AIR-1A through AIR-1C would reduce impacts from Project operation. With these mitigation measures, regional operational emissions would not exceed the BAAQMD significance thresholds. Mitigation Measures AIR-2 would reduce impacts from fugitive dust generated during construction activities. With this mitigation measure, regional and localized construction emissions would not exceed the BAAQMD significance thresholds. Consequently, the Project would not cumulatively contribute to the nonattainment designations of the Air Basin and impacts would be *less than significant* with mitigation.

AIR QUALITY

TABLE 4.2-8 MITIGATED SERRAMONTE SHOPPING CENTER CRITERIA AIR POLLUTANTS EMISSIONS FORECAST

Category	Criteria Air Pollutants (Average lbs/day)			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing				
Area	21	<1	<1	<1
Energy	<1	2	<1	<1
On-Road Mobile Sources	58	109	142	39
Total	79	111	142	39
Mitigated Project Buildout				
Area	33	<1	<1	<1
Energy	<1	3	<1	<1
On-Road Mobile Sources	83	151	195	54
Mitigated Total	116	154	195	54
Change from Existing	37	43	53	15
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	No	No	No	No
Criteria Air Pollutants (tpy)				
Category	ROG	NO _x	PM ₁₀	PM _{2.5}
Existing	14	20	26	7
Mitigated Project Buildout	21	28	36	10
Change from Existing	7	8	10	3
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	No	No	No	No

Note: Emissions may not total to 100 percent due to rounding. Voluntary trip reduction program implemented to reduce Project mobile sources emissions. New buildings would be constructed to exceed the 2013 Building & Energy Efficiency Standards (effective July 1, 2014) by 15 percent. Average daily emissions are based on the annual operational emissions divided by 365 days.
Source: CalEEMod 2013.2. Based on year 2022 emission rates.

AIR-5 Construction of the Project would not expose sensitive receptors to substantial concentrations of air pollution.

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On-Site and Off-Site Community Risk and Hazards During Construction

The Project would elevate concentrations of TACs and PM_{2.5} in the vicinity of sensitive land uses during construction activities. Construction activities could occur proximate to sensitive off-site receptors. Consequently, a full health risk assessment (HRA) of TACs and PM_{2.5} is warranted.

Sources evaluated in the HRA include off-road construction equipment and heavy-duty diesel trucks along the truck route. The US EPA ISCST3 dispersion modeling program was used to estimate excess lifetime cancer risks and acute and chronic non-cancer hazard indexes at the nearest sensitive receptors. Results of the analysis are shown in Table 4.2-9.

TABLE 4.2-9 CONSTRUCTION RISK SUMMARY

Receptor	Project Level Risk			
	Cancer Risk – Adult (per million)	Cancer Risk – Child (per million)	Chronic Hazards	PM _{2.5} (µg/m ³)
Off-Site Resident	0.29	1.5	0.0075	0.02
Threshold	10	10	1.0	0.3 µg/m ³
Exceeds Threshold	No	No	No	No

Source: Lakes AERMOD View, 8.8.1, 2015.

The results of the HRA are based on the maximum receptor concentration over the entire construction exposure period for off-site receptors, assuming 24-hour outdoor exposure, and averaged over a 70-year lifetime. The results of the HRA indicate that the incremental cancer risk for off-site residents proximate to the site during the construction period is less than 1 per million for the adult-scenario, which would not exceed the cancer risk threshold; and 1.5 per million for the child scenario, which also would not exceed the cancer risk threshold. For non-carcinogenic effects, the hazard index identified for each toxicological endpoint totaled less than one for off-site residents. Therefore, chronic non-carcinogenic hazards are within acceptable limits. In addition, PM_{2.5} annual concentrations would not exceed the BAAQMD significance thresholds for off-site residents. Consequently, the Project would not expose sensitive receptors to substantial concentrations of air pollutant emissions during construction, and impacts would be *less than significant*.

Applicable Regulations:

- CARB Rule 2485 (13 CCR Chapter 10, Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- CARB Rule 2449 (13 CCR Chapter 10, Section 2449), In-Use Off-Road Diesel-Fueled Fleets.
- BAAQMD Regulation 11, Rule 2, Asbestos, Demolition, Renovation and Manufacturing

Significance Before Mitigation: Less than significant.

AIR-6 Operation of the Project would not expose sensitive receptors to substantial concentrations of air pollution.

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9.0 ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

The Project would generate 450 new external trips during the weekday morning peak hour, 875 new external trips during the weekday evening peak hour, and 968 new external trips during the Saturday midday hour.³⁵ The Project would not conflict with C/CAG's CMP because it would not hinder the capital improvements outlined in the CMP or alter regional travel patterns. C/CAG's CTC's CMP must be consistent with MTC's/ABAG's Plan Bay Area, and an overarching goal of the regional plan is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle VMT and associated GHG emissions reductions. The Project would be consistent with the overall goals of the MTC/ABAG's Plan Bay Area. Furthermore, the Project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour or to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Trips associated with the Project would not exceed the screening criteria of BAAQMD. Localized air quality impacts related to mobile-source emissions would therefore be *less than significant*.

Applicable Regulations:

- CARB Rule 2485 (13 CCR Chapter 10, Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling
- CARB Rule 2480 (13 CCR Chapter 10, Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools
- CARB Rule 2477 (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel-Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate
- BAAQMD, Regulation 2, Rule 2, New Source Review
- BAAQMD, Regulation 2, Rule 5, New Source Review of Toxic Air Contaminants
- BAAQMD Regulation 6, Rule 1, General Requirements
- BAAQMD Regulation 6, Rule 2, Commercial Cooking Equipment
- BAAQMD Regulation 7, Odorous Substances
- BAAQMD Regulation 8, Rule 3, Architectural Coatings
- BAAQMD Regulation 8, Rule 4, General Solvent and Surface Coatings Operations
- BAAQMD Regulation 8, Rule 7, Gasoline Dispensing Facilities
- BAAQMD Regulation 11, Rule 2, Asbestos, Demolition, Renovation and Manufacturing

³⁵ Kittelson & Associates, 2015, Traffic Impact Analysis for the Serramonte Center Master Plan.

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Significance Before Mitigation: Less than significant.

AIR-7 Implementation of the Project would not create or expose a substantial number of people to objectionable odors.

The Project would construct commercial retail land uses, restaurants, health facilities, medical office, and a hotel within the Project site. Construction and operation of these types of projects (residential, commercial, medical office, hotel, restaurant) would not generate substantial odors or be subject to odors that would affect a substantial number of people. The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. Residential, commercial, office, restaurant, recreational, and civic (library) uses are not associated with foul odors that constitute a public nuisance.

During operation, restaurants could generate odors from cooking. Odors from cooking are not substantial enough to be considered nuisance odors that would affect a substantial number of people. Furthermore, nuisance odors are regulated under BAAQMD Regulation 7, Odorous Substances, which requires abatement of any nuisance generating an odor complaint. BAAQMD's Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous compounds.³⁶ In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property."

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment. By the time such emissions reach any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Impacts would be *less than significant*.

Therefore, because existing sources of odors are required to comply with BAAQMD Regulation 7, impacts to siting of new sensitive land uses would be *less than significant*.

Applicable Regulations:

- California Health & Safety Code, Section 114149
- BAAQMD Regulation 1, Rule 1-301, Public Nuisance
- BAAQMD Regulation 7, Odorous Substances

³⁶ It should be noted that while restaurants can generate odors, these sources are not identified by BAAQMD as nuisance odors since they typically do not generate significant odors that affect a substantial number of people. Larger restaurants that employ five or more people are subject to BAAQMD Regulation 7, Odorous Substances.

Significance Before Mitigation: Less than significant.

4.2.4 CUMULATIVE IMPACT DISCUSSION

AIR-8 **Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, could result in significant cumulative impacts with respect to air quality emissions.**

As described under AIR-4, regional air quality impacts were identified as significant during construction activities (fugitive dust) and during operation of the Project; therefore, in combination with past, present, and reasonably foreseeable projects, the Project would result in a significant cumulative impact with respect to air quality. Therefore, the impact would be *significant*.

IMPACT AIR-8: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to air quality emissions.

Mitigation Measure AIR-8: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.

Significance After Mitigation: Less than significant. Similar to impact discussion AIR-4, Mitigation Measures AIR-1A through AIR-1C would reduce impacts from Project operation. With these mitigation measures, regional operational emissions would not exceed the BAAQMD significance thresholds. Mitigation Measures AIR-2 would reduce impacts from fugitive dust generated during construction activities. With this mitigation measure, regional and localized construction emissions would not exceed the BAAQMD significance thresholds. Consequently, the Project in combination with past, present, and reasonably foreseeable projects would not cumulatively contribute to the nonattainment designations of the Air Basin and impacts would be *less than significant* with mitigation.

AIR QUALITY

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BIOLOGICAL RESOURCES

4.3 BIOLOGICAL RESOURCES

This chapter describes existing biological resources in the Project area and evaluates the potential biological resources impacts associated with future development that could occur by adopting and implementing the Project. A summary of the relevant regulatory framework and existing conditions is followed by a discussion of the potential Project-specific and cumulative impacts.

Biological resources associated with the Project site were identified through a review of available background information and a field reconnaissance survey. Available documentation was reviewed to provide information on general resources in the Daly City area, presence of sensitive natural communities, and the distribution and habitat requirements of special-status species, which have been recorded from or are suspected to occur in the Project vicinity. A field reconnaissance survey was conducted by the EIR biologist on January 25, 2014 to determine the existing vegetation and wildlife resources, presence, or absence of any sensitive resources, and the suitability of the site to support occurrences of special-status species.

4.3.1 ENVIRONMENTAL SETTING

4.3.1.1 REGULATORY FRAMEWORK

This section summarizes key federal, State, and local regulations pertaining to biological resources that are applicable to the Project.

Federal Regulations

The federal laws that regulate the treatment of biological resources include the Endangered Species Act, the Migratory Bird Treaty Act, and the Clean Water Act. However, only those related to the Migratory Bird Treaty Act are applicable to the Project site given the absence of jurisdictional wetlands or essential habitat for special-status species on the Project site.

Migratory Bird Treaty Act

The US Fish and Wildlife Service (USFWS) is also responsible for implementing the Migratory Bird Treaty Act (MBTA). The MBTA implements a series of treaties between the United States, Mexico, and Canada that provide for the international protection of migratory birds. Wording in the MBTA makes it clear that most actions that result in “taking” or possession (permanent or temporary) of a protected species can be a violation of the Act. The word “take” is defined as meaning “pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to pursue, hunt, shoot, wound, kill, trap, capture, or collect.” The provisions of the MBTA are nearly absolute; “except as permitted by regulations” is the only exception. Examples of permitted actions that do not violate the law are the possession of a hunting license to pursue specific game birds, legitimate research activities, display in zoological gardens, bird-banding, and similar activities.

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State Regulations

State laws regulating biological resources include the California Endangered Species Act, the California Fish and Game Code, and the California Native Plant Protection Act. However, only pertinent code sections related to the protection of bird nests in active use are relevant to the Project site given the absence of any State-listed species or regulated streams.

California Fish and Game Code

Under the California Fish and Game Code, the California Department of Fish and Wildlife (CDFW) provides protection from “take” for a variety of species, including Fully Protected species. “Fully Protected” is a legal protective designation administered by the CDFW, intended to conserve wildlife species that are at risk of extinction, within California. Lists have been created for birds, mammals, fish, amphibians, and reptiles. The California Fish and Game Code sections dealing with Fully Protected species state that these animals “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected” species. However, taking may be authorized for necessary scientific research. In 2003, the code sections dealing with fully protected species were amended to allow CDFW to authorize taking resulting from recovery activities for State-listed species.

Section 3503 of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird. Subsection 3503.5 specifically prohibits the take, possession, or destruction of any birds in the orders Falconiformes (hawks and eagles) or Strigiformes (owls) and their nests. These provisions, along with the federal Migratory Bird Treaty Act, essentially serve to protect nesting native birds.

Local Regulations

City of Daly City General Plan

The City of Daly City 2030 General Plan (2030 General Plan) was adopted on March 25, 2013 and contains a Resource Management Element which provides the framework for resource management, including water, air, stormwater, vegetation, and wildlife.¹ Table 4.3-1 identifies policies that are relevant to the protection of vegetation and wildlife as they relate to biological resources.

4.3.1.2 EXISTING CONDITIONS

Vegetation and Wildlife Habitat

The Project site is located in an urbanized area, has been completely altered by past residential development, and no longer supports any natural habitat. Most of the site is occupied by pavement and structures, with scattered tree and other landscape plantings. The cut slopes to the southwest and south east, bordering Callan Boulevard and Serramonte Boulevard, have been planted with non-native Monterey pine (*Pinus radiata*), Monterey cypress (*Cupressus macrocarpa*), and white alder

¹ City of Daly City, Daly City 2030 General Plan, page 177.

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TABLE 4.3-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO BIOLOGICAL RESOURCES

Policy Number	Policy
Policy RME-16	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 (same as Task LU-22).
Policy RME-17	Preserve environmentally sensitive habitat by imposing strict regulations on development in areas that have been identified as environmentally sensitive habitat.
Policy RME-18	Preserve trees that do not pose a threat to the public safety.

Source: City of Daly City, Daly City 2030 General Plan, Resource Management Element, March 25, 2013.

(*Alnus rhombifolia*), with an understory of ice plant and non-native grasses and forbs. No evidence of any sensitive natural communities, jurisdictional wetlands, or suitable habitat for special-status species was observed during a field reconnaissance conducted in 2014.

Special-Status Species

Special-status species are plants and animals that are legally protected under the State and/or federal Endangered Species Acts or other regulations, as well as other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts and other essential habitat. Suitable habitat for most of the special-status species known or suspected to occur in the Daly City vicinity is absent from the site. This includes the special-status species monitored by the California Natural Diversity Data Base (CNDDDB) of the CDFW. Figures 4.3-1 and 4.3-2 show the known occurrences of special-status animal and plant species respectively, reported by the CNDDDB from the site vicinity. As indicated in Figure 4.3-1, CNDDDB occurrences of Kellogg’s horkelia (*Horkelia cuneata* ssp. *sericea*), robust spineflower (*Chorizanthe robusta*), and showy Rancharia clover (*Trifolium amoenum*) extend over the site and surrounding central Daly City vicinity, but these are all very old, general records for these species. Any suitable habitat for all three of these special-status plant species and all other special-status plant species has long been eliminated with development of the site and surrounding areas.

There is, however, a remote possibility that one more species of birds protected under the federal Migratory Bird Treaty Act and State Fish and Game Code could possibly nest in the planted trees in the southwestern portion of the site. No evidence of any nesting was observed during the field reconnaissance conducted in 2014. However, there is a possibility that new bird nests could be established in advance of construction. Of particular concern are the dense tree plantings on the slopes that border Callan Boulevard and Serramonte Boulevard in the southwestern corner of the site.

4.3.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, these are not discussed in this chapter.

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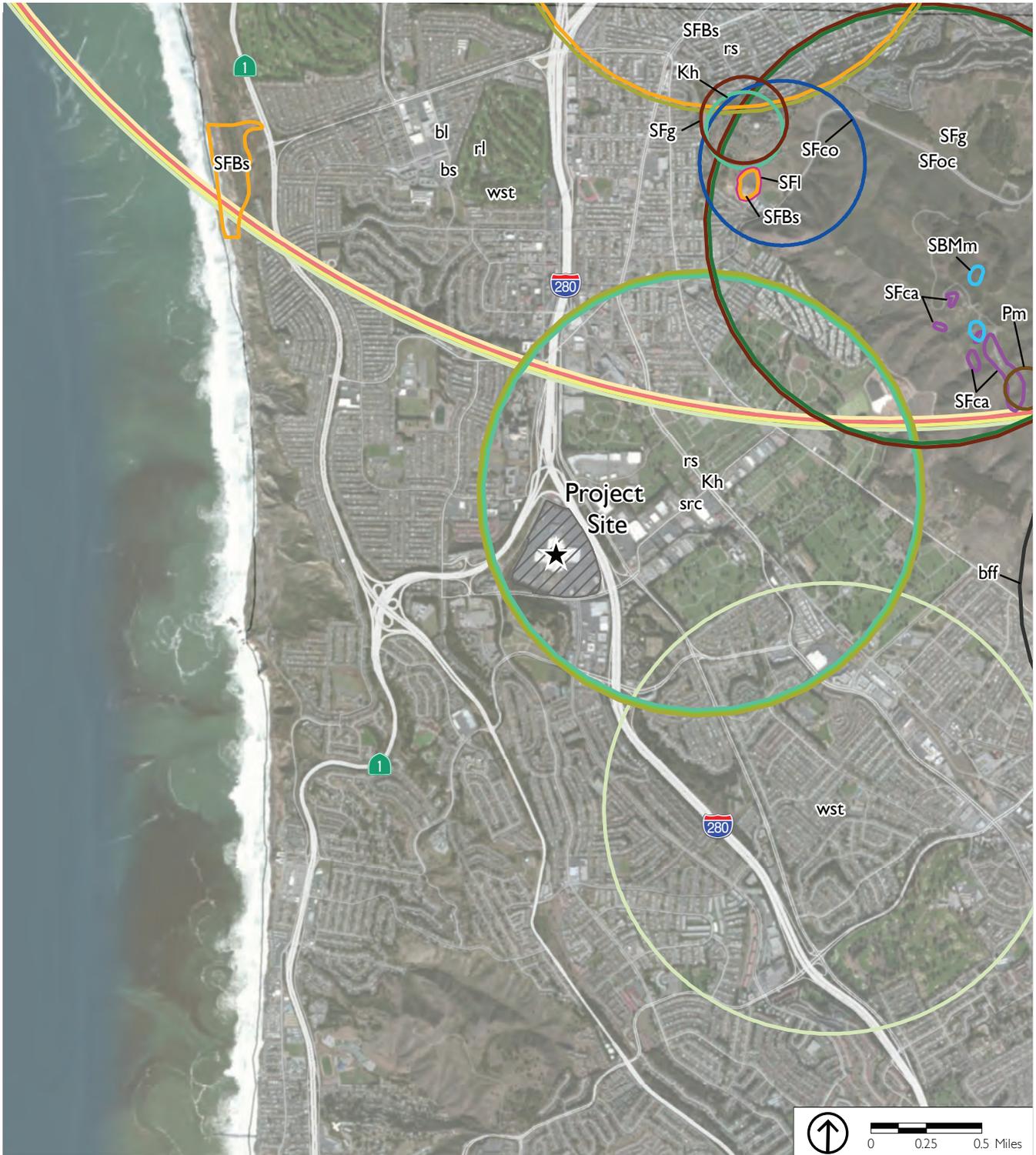


Source: California Natural Diversity Database, 2013; PlaceWorks, 2014; San Mateo County, 2013; Esri, 2013.

- | | | |
|---|---|--|
| Ass - Alameda song sparrow | SFBAIcb - San Francisco Bay Area leaf-cutter bee | csb - callippe silverspot butterfly |
| Lsdb - Leech's skyline diving beetle | SFgs - San Francisco garter snake | hb - hoary bat |
| Mbb - Mission blue butterfly | Sdb - Stage's dufourine bee | sbtb - sandy beach tiger beetle |
| Sbeb - San Bruno elfin butterfly | Ti - Tomales isopod | |

Figure 4.3-1
Special-Status Animal Species

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Source: California Natural Diversity Database, 2013; PlaceWorks, 2014; San Mateo County, 2013; Esri, 2013.

- | | | | |
|--------------------------------------|--------------------------------|-----------------------------------|------------------------------|
| Kh - Kellogg's horkelia | SFca - San Francisco campion | SFoc - San Francisco owl's clover | rs - robust spineflower |
| Pm - Pacific manzanita | SFco - San Francisco collinsia | bl - beach layia | rl - rose leptosiphon |
| SBMm - San Bruno Mountain manzanita | SFG - San Francisco gumplant | bff - bent-flowered fiddleneck | src - showy rancheria clover |
| SFBs - San Francisco Bay spineflower | SFI - San Francisco lessingia | bs - bristly sedge | wst - white seaside tarplant |

Figure 4.3-2
Special-Status Plant Species

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- 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 U.S. Fish and Wildlife Service.
- 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.
- Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or State habitat conservation plan.

Based on the Initial Study it was determined that the Project could result in a significant biological resources impact if it would:

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 U.S. Fish and Wildlife Service.
2. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites.
3. Conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance.

4.3.3 IMPACT DISCUSSION

This section analyzes potential Project-specific and cumulative impacts to biological resources.

BIO-1	The Project would generally not 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 U.S. Fish and Wildlife Service. However, there is a possibility that bird nests regulated under the Migratory Bird Treaty Act and California Department of Fish and Wildlife code could be inadvertently destroyed during construction, which would be a significant impact.
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The Project would have a significant impact if it resulted in 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 CDFW or USFWS.

The Project proposes expansion and redevelopment of the existing Serramonte Shopping Center over a period of approximately ten years. As described above, the Project site has been previously developed and is located in an urbanized setting. As such, suitable habitat for special-status species known or suspected to occur in the Daly City vicinity is absent

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from the Project site, and no impacts are anticipated for most special-status species. As stated in the Initial Study (Appendix A), known occurrences of special-status plant and animal species, include the Kellogg's horkelia (*Horkelia cuneate ssp. Sericea*), robust spineflower (*Chorizanthe robusta*), and showy Rancharia clover (*Trifolium amoenum*). These species extend over the Project site and surrounding vicinity; however, these are old and general records for these species. As such, any suitable habitat for all three of these special-status plant species and all other special-status plant species has been eliminated by previous development of the Project site and surrounding areas.

Although it is not expected that the special-status plant and animal species exist in at the Project site as a result of previous development, there is a remote possibility that mature trees and areas of dense landscaping could be used for nesting by raptors and more common bird species. These nests would be protected under the federal MBTA and California Fish and Game Code when in active use. The MBTA prohibits killing, possessing, or trading in migratory birds, except in accordance with regulations prescribed by the USFWS; this prohibition includes whole birds, parts of birds, and bird nests and eggs. Although the MBTA, as well as the General Plan Policies listed above in Table 4.3-1 would serve to protect habitat at the Project site, tree and vegetation removal, building demolition, and other construction activities during the breeding season could result in the incidental loss of fertile eggs or nestlings or nest abandonment if any active nests are present. As such, a *significant* impact would occur.

Impact BIO-1: Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal MBTA and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.

Mitigation Measure BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following:

- A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition.
- If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within seven calendar days of the survey.
- Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition.
- If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife.

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- Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone.
- No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area.
- Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed.
- A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed.

Significance After Mitigation: Less than significant.

BIO-2 The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites.

The Project would result in a significant impact if it would interfere substantially with the movement of any native resident migratory fish or wildlife species or with established native resident or migratory fish and wildlife corridors, or impeded the use of native wildlife sites. The Project site is located in an urbanized area, bordered by existing roadways and other urban uses which preclude the presence of any important wildlife movement corridors across the site. The site contains no creeks or aquatic habitat that would support fish and proposed development would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nurseries. Wildlife species common in urban habitats would continue to move through the area; both during and after construction. Some species common in suburban habitat would most likely be displaced if the tree plantings in the southwestern portion of the site were removed, but these are species that are relatively abundant in urban areas, and their loss or displacement would not be considered a significant impact. Further, compliance with General Plan policies as listed above in Section 4.3.1.1, Regulatory Framework, would serve to protect any sensitive habitat at the Project site or in the vicinity of the Project site. Therefore, this would be considered a *less-than-significant* impact on wildlife movement.

Applicable Regulations:

- California Endangered Species Act
- California Fish and Game Code
- California Environmental Quality Act
- Daly City General Plan

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Significance Before Mitigation: Less than significant.

BIO-3 The Project would not conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance.

The Project in general would not conflict with any relevant goals and policies in the City of Daly City General Plan related to protection of biological and wetland resources. No special-status species, sensitive natural communities, wetlands, or important wildlife resources would be affected by the Project. The City of Daly City does not have a tree protection ordinance, and removal of any trees in the southwestern portion of the site and other locations would not be regulated. Trees and other landscaping would be replanted as part of future improvement plans, although this would not be replacement for trees removed to accommodate those improvements. Therefore, a *less-than-significant* impact would result.

Applicable Regulations:

- Daly City General Plan

Significance Before Mitigation: Less than significant

4.3.4 CUMULATIVE IMPACTS

BIO-4 The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to biological resources.

The potential impacts of the Project on biological resources tend to be site-specific, and the overall cumulative effect would be dependent on the degree to which significant vegetation and wildlife resources are protected on a particular site. This includes preservation of well-developed native vegetation (e.g., marshlands, native grasslands, oak woodlands, riparian scrub and woodland, etc.), populations of special-status plant or animal species, and wetland features (including seasonal wetlands and drainages). Environmental review of specific development proposals in the vicinity of the Project site would serve to ensure that important biological resources are identified, protected, and properly managed. Additionally, this review would prevent any significant adverse development-related impacts, including potential development on the remaining undeveloped lands in the surrounding area.

Since the Project site lacks any sensitive biological resources, the Project would not contribute to any cumulative impacts on special-status species, sensitive natural communities, or regulated wetlands. Additionally, since the Project site is already developed, the impacts associated with redevelopment would not contribute to a cumulative reduction of important wildlife habitat.

Applicable Regulations:

- California Endangered Species Act
- National Pollutant Discharge Elimination System Program

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- California Fish and Game Code
- California Environmental Quality Act
- Daly City General Plan

Significance Before Mitigation: Less than significant

4.4 CULTURAL RESOURCES

This chapter discusses existing conditions on the Project site and in the vicinity and analyzes potential impacts to cultural resources that could result from buildout of the Project. Cultural resources include historically and architecturally significant resources, as well as archaeological and paleontological resources, and human remains.

4.4.1 ENVIRONMENTAL SETTING

4.4.1.1 REGULATORY FRAMEWORK

This section describes the policies and regulations that apply to cultural resources in the City of Daly City. Given that an Initial Study was prepared (Appendix A of this Draft EIR) and found that there would be no impacts to historical structures, the regulatory framework does not include federal or State regulations governing nationally or State recognized historical resources.

State Regulations

California Environmental Quality Act (CEQA)

Section 15064.5 of the CEQA Guidelines states that a project which may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment. The CEQA Guidelines define four ways that a property can qualify as a significant historical resource for purposes of CEQA compliance:

- The resource is listed in or determined eligible for listing in the California Register of Historical Resources, as determined by the State Historical Resources Commission.
- The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, as supported by substantial evidence in the light of the whole record.
- The lead agency determines that the resource may be a historical resource as defined by the Public Resources Code Sections 5020.1(j) or 5024.1 (CEQA Guidelines Section 15064.5) which means, in part, that it may be eligible for inclusion on the California Register.

In addition, Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines specify lead agency responsibilities to determine whether a project may have a significant effect on archaeological resources. If it can be

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demonstrated that a project will damage a unique archaeological resource, the lead agency may require reasonable efforts for the resources to be preserved in place or left in an undisturbed state. Preservation in place is the preferred approach to mitigation. The Public Resources Code also details required mitigation if unique archaeological resources are not preserved in place.

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

Health and Safety Code Section 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the California Native Heritage Commission (NAHC).

California State Senate Bill 18

Senate Bill (SB) 18, which went into effect January 1, 2005, set forth requirements for local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy prior to the making of individual site-specific, project-level land use designations by a local government. Under SB 18, local governments are required to conduct consultation with California Native American tribes when a General Plan Amendment occurs or if open space is being developed for the first time.

Local Regulations

City of Daly City 2030 General Plan

The Resource Management Element of the 2030 General Plan defines cultural resources as: “Resources created by humans, that through events and places located within an area, describe the historic events that have contributed to the present culture of the City.”¹ The Resource Management and Land Use Elements contain policies to protect historical and archaeological resources. These policies can be found in Table 4.4-1.

¹ City of Daly City, 2013. Daly City 2030 General Plan, page 178.

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TABLE 4.4-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO CULTURAL RESOURCES

Policy Number	Policy
Policy RME-19	Undertake measure to protect and preserve historic and archaeological resources.
Policy RME-20	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy LU-7).
Policy LU-19	Archaeological resources should be preserved where possible.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

4.4.1.2 EXISTING CONDITIONS

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

History of Daly City²

The City of Daly City is located in the northwest corner of San Mateo County and shares a border with the City and County of San Francisco to the north, Pacifica to the south, and South San Francisco, Colma, and Brisbane to the east. West of Daly City is the Pacific Ocean. In general, Daly City is highly urbanized with residential, commercial, and institutional land uses. Most of the open space in the city is located along the coastline.

Studies indicate that San Mateo County may have inhabited between 3,500 and 2,500 B.C. Recent history shows that the area has been inhabited by the Ohlone Indian Tribe, Spanish, and Mexicans.

Native American Period

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

Spanish Period

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

² City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-1 to 3.4-2.

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Mexican Period

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

American Period

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

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

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

History of the Project Site

The Project site was originally developed in the 1960s and 1970s³ and contains a main shopping center, surface parking lot, and several one-story buildings along the site’s periphery. The majority of the Project site is developed; however, the southwestern corner of the Project site, at Serramonte and Callan Boulevards, is steeply sloped and vegetated, with the exception of the upper reach of this area which has previously been graded and is relatively flat.

Historical Resources

There are no sites in the city listed on the National Register of Historic Places; however, there are two structures that are eligible for inclusion on the National Register, including the Cow Palace and the Crocker Masonic Lodge. The Cow Palace is located at 2600 Geneva Avenue, which is approximately 6.5 miles northeast of the Project site. The Crocker Masonic Lodge is located at 17 Hillcrest Drive, which is approximately 4.2 miles north of the Project site.

³ City of Daly City, 2013. *Daly City 2030 General Plan*, page 9.

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The Cow Palace is owned by the State of California and operates as an indoor arena on an approximately 70-acre site. It was completed in 1941 as part of the federal Government's Workers Progress Administration, and originally served as a livestock exhibition center. During World War II, it was rented by the federal Government to house soldiers.⁴

The Crocker Masonic Lodge was built circa 1936 and is currently used by the Freemason Organization as Crocker Lodge Number 212. The Masonic Lodge is on a plot of land once occupied as the San Mateo Dairy. John Daly, who once owned the property, eventually subdivided the land in 1907 and developed the first large-scale housing development in Daly City.⁵

Approximately 46 other properties have been identified as having potential historic value at the local level, the closest of which is Seton Medical Center⁶, located approximately 0.4 miles northwest of the Project site (across Highway 1).

Archaeological Resources

According to the Daly City 2030 General Plan EIR, 58 cultural resource studies have been conducted in and around the City, consisting of a mixture of architectural and archaeological studies generally concentrated around the Interstate 280 (I-280) corridor, the coastal margin, and the periphery of San Bruno Mountain.⁷ As a result of the studies, several areas have uncovered archaeological resources attributed to Native American history, located in generally in the northern part of San Mateo County and close proximity to sources of water, wetlands, coastal terraces, and sheltered valleys.⁸

Paleontological Resources

The University of California Museum of Paleontology specimens list contains more than 300 localities where fossils have been found throughout San Mateo County. One such locality is located in Daly City at Mussel Rock; however, exact locations of the fossils are not provided in order to protect the paleontological resources. Two fossilized plant species have been found in that location, including the *Pseudotsuga taxifolia* and *Pinus masonii*.⁹ Mussel Rock is located approximately 2.2 miles west of the Project site.

4.4.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, are not discussed in this chapter.

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

⁴ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-4.

⁵ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-4.

⁶ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-3.

⁷ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-2.

⁸ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-3.

⁹ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-5.

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Based on the Initial Study it was determined that the Project could result in a significant cultural resources impact if it would:

1. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
2. Directly or indirectly destroy a unique paleontological resources or site or unique geologic feature.
3. Disturb any human remains, including those interred outside of formal cemeteries.

4.4.3 IMPACT DISCUSSION

This section analyzes potential Project-specific and cumulative impacts to cultural resources.

CULT-1	The Project would not cause a substantial adverse change in the significance of an archaeological resource.
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The Project would have a significant impact if it caused a substantial adverse change in the significance of an archaeological resource. The Project would include renovations and expansion of the existing Serramonte Shopping Center, which would require some grading and trenching for the rerouting of utilities. As mentioned in the existing conditions section of this Chapter, archaeological studies have revealed several artifacts of the Ohlone Tribe. Artifacts recovered have included human remains, cooking and food preparation tools, hunting and fishing items, shell jewelry, and mammal remains, dating back to approximately 1500 A.D.¹⁰ However, these artifacts have been found primarily in areas near streams, creeks, wetlands, and coastline. Given the Project site is not located in the immediate vicinity of the coastline, streams, or wetlands, and the fact it has previously been developed, the Project would not likely cause a substantial adverse change in the significance of an archaeological resource.

Nonetheless, the possibility remains that unknown archaeological resources could be discovered or damaged during ground-disturbing activities near the southwest corner of the Project site where the proposed medical buildings would be located. However, State regulations, and Mitigation Measure CULT-1, would provide protective measures that would be taken if resources are uncovered during construction. Additionally, compliance with CEQA Guidelines Section 15064.5(f) would require that construction activities halt in the event potentially significant cultural resources are discovered until a qualified archaeologist can assess the significance of the find. Further, compliance with the Policies RME-19 and RME-20 of the 2030 General Plan would ensure that archaeological resources are protected. The potential to unearth or damage archaeological deposits during construction would, therefore, result in a *significant* impact prior to mitigation.

IMPACT CULT-1: During construction, the Project could result in the discovery or disturbance of an archaeological resource; therefore, resulting in a substantially adverse change in an archaeological resource.

¹⁰ City of Daly City, *General Plan EIR*, Cultural Resources, page 3.4-3.

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Mitigation Measure CULT-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:

- In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-internment of the remains.
- In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.

Significance After Mitigation: Less than significant.

CULT-2 The Project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.

The Project would cause a significant impact if it directly or indirectly destroyed a unique paleontological resource or site, or unique geologic feature. The Project would include some ground-disturbance during construction related activities, such as grading and the rerouting of utilities, which could directly or indirectly destroy a unique paleontological or unique geologic feature; however, given the Project site has been previously developed, it is not likely that paleontological resources would be discovered or disturbed during Project construction. Although paleontological resources have been discovered at Mussel Rock, the Project site is located approximately 2.2 miles east of that area and, therefore, would not directly or indirectly destroy those resources.

Even though discovery of paleontological or unique geologic features is unlikely, it is still possible that unknown resources could be found. However, federal and State regulations would require protective measures for procedures in the event resources are discovered. Section 5097 of the Public Resources Code specifies the procedures to be followed in the event of the unexpected discovery paleontological resources. Additionally, Section 15064.5(f) of the CEQA Guidelines requires that construction activities be halted until a qualified specialist can assess the significance of the find. Given the Project site has been previously developed and known paleontological resources are not located within the immediate vicinity of the Project site, potential impacts would be *less than significant*.

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Applicable Regulations:

- CEQA Guidelines Section 15064.5(f)
- Public Resources Code 5097

Significance Before Mitigation: Less than significant.

CULT-3	The Project would not disturb any human remains, including those interred outside of formal cemeteries.
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The Project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. The Project would include ground-disturbing activities during construction of the Project, which could potentially disturb human remains. However, due to the developed nature of the Project site, it is unlikely that human remains would be discovered during or disturbed by Project construction. Nevertheless, it is possible that unknown human remains could be discovered during ground disturbing construction activities; however, federal and State regulations would minimize the likelihood of occurrence, as well as set procedures in the unlikely event human remains are found.

Sections 7052 and 7050.5 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony, and that construction or excavation be stopped in the vicinity of discovered human remains until the County coroner can determine whether the remains are those of a Native American. If discovered remains are found to be Native American, the coroner must contact the California Native Heritage Commission. Additionally, compliance with Section 15064.5 of the CEQA Guidelines would set forth procedures in the event of an unexpected discovery of Native American human remains on non-federal land. Although compliance with State and federal regulations would reduce the likelihood of disturbing or discovering human remains, the potential for disturbance exists at the southwest corner of the Project site, where the land has never been developed and would be the proposed location of the medical buildings. For that reason, impacts would be *significant* prior to mitigation.

IMPACT CULT-3: During construction, the Project could result in the discovery or disturbance of human remains; therefore, resulting in a substantial adverse change in an archaeological resource.

Mitigation Measure CULT-3: Compliance with Mitigation Measure CULT-1.

Significance After Mitigation: Less than significant.

4.4.4 CUMULATIVE IMPACTS

CULT-4	The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.
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Cumulative impacts occur when a series of actions lead to the loss of a substantial type of site, building, or resource. For example, while the loss of a single historic neighborhood may not be significant to the character of the neighborhood or streetscape, continued loss of such resources on a project-by-project basis could constitute a significant cumulative effect.

As there are no known archaeological resources, paleontological resources, or human remains on or adjacent to the Project site, buildout of the Project would not create, nor contribute to a cumulative impact on cultural resources. Additionally, the existing federal, State, and local regulations and policies described throughout this chapter serve to protect any as-yet-undiscovered cultural resources in the City of Daly City. Continued compliance with these regulations and implementation of existing policies, including applicable General Plan Policies, would prevent and/or mitigate impacts to the maximum extent practicable. Therefore, potential cumulative impacts to cultural resources would be *less than significant*.

Applicable Regulations:

- CEQA Guidelines Section 15064.5
- Health and Safety Code Section 7050.5
- Health and Safety Code Section 7052
- Daly City 2030 General Plan Policy RME-19 and RME-20

Significance Before Mitigation: Less than significant.

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GEOLOGY, SOILS, AND SEISMICITY

4.5 GEOLOGY, SOILS, AND SEISMICITY

This chapter describes potential impacts associated with the implementation of the proposed Serramonte Shopping Center Expansion Project (Project) that may be related to geology, soils, and seismicity. This chapter also describes the environmental setting of the Project, including the regulatory framework, existing conditions, and policies and mitigation measures that would prevent or reduce significant impacts.

4.5.1 ENVIRONMENTAL SETTING

The State of California as well as the City of Daly City have enacted laws and developed regulations that pertain to geology, soils, and seismicity. There are no federal laws or regulations related to geology, soils, and seismicity that are applicable to the Project. The following laws and regulations are relevant to the California Environmental Quality Act (CEQA) review process for the Project.

4.5.1.1 REGULATORY FRAMEWORK

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface fault rupture to structures used for human occupancy.¹ The main purpose of the Act is to prevent the construction of buildings used for human occupancy on top of the traces of active faults. It was passed into law following the February 1971 M_w 6.5 San Fernando (Sylmar) Earthquake that resulted in over 500 million dollars in property damage and 65 deaths.² Although the Act addresses the hazards associated with surface fault rupture, it does not address other earthquake-related hazards, such as seismically induced ground shaking, liquefaction, or landslides.

This Act requires the State Geologist to establish regulatory zones, formerly known as Special Studies Zones and now referred to as Earthquake Fault Zones (i.e., “EFZs”), around the mapped surface traces of active faults, and to publish appropriate maps that depict these zones.³ For the purposes of the Alquist-Priolo Act, an “active” fault is defined by the State Mining and Geology Board as one which has “had surface displacement within Holocene time (about the last 11,000 years).”⁴ EFZ maps are made publicly available and distributed to all affected cities, counties, and State agencies for their use

¹ Originally titled the *Alquist-Priolo Special Studies Zones Act* until renamed in 1993, Public Resources Code Division 2, Ch. 7.5, Sect. 2621.

² Southern California Earthquake Data Center, 2014, <http://www.data.scec.org/significant/sanfernando1971.html>, accessed on November 17, 2014.

³ California Geological Survey (USGS), 2014, Alquist-Priolo Earthquake Fault Zones, <http://www.conservation.ca.gov/cgs/rghm/ap/Pages/Index.aspx>, accessed on November 18, 2014.

⁴ California Geological Survey (USGS), 2007. Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones, Special Publication 42, Interim Revision 2007.

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in planning and controlling new or renewed construction. In general, the law prohibits construction within 50 feet of an active fault trace.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, which was passed by the California legislature in 1990, addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist in order to assist local governments in land use planning. The Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.”⁵ Section 2697(a) of the Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”⁶

California Building Code

The California Building Code (CBC), known as the California Building Standards Code, is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. Current State law requires every local agency enforcing building regulations, such as cities and counties, to adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission. The most recent building standard adopted by the legislature and used throughout the state is the 2013 version of the CBC, which took effect on January 1, 2014. The CBC, as adopted by local cities or counties, is often modified with more restrictive amendments that are based on local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and public safety. They regulate the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions.⁷ The codes also regulate grading activities, including drainage and erosion control.

Local Regulations

City of Daly City 2030 General Plan

The Safety Element of City of Daly 2030 General Plan (2030 General Plan), adopted on March 25, 2013, includes goals, policies, and programs that are intended to reduce the risks associated with geology, soils, and seismic hazards. Table 4.5-1 lists these goals, policies, and programs.

⁵ California Public Resources Code, Division 2, Chapter 7.8, Section 2691(c).

⁶ California Public Resources Code, Division 2, Chapter 7.8, Section 2697(a).

⁷ California Building Standards Commission, <http://www.bsc.ca.gov/codes.aspx>, accessed on August 20, 2014.

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TABLE 4.5-1 CITY OF DALY CITY GENERAL PLAN GOALS, POLICIES, AND PROGRAMS RELEVANT TO GEOLOGY, SOILS, AND SEISMICITY

Goal/Policy/Program Number	Goal/Policy/Program
Safety Element Goal	“Promote a safe environment which minimizes the potential risks from manmade and natural disasters, informs and educates the public on appropriate procedures to follow during emergencies, and integrates data from these disasters to identify hazardous areas and mitigation measures.”
Policy SE-1.1	Continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Update Safety Element maps as appropriate.
Policy SE-1.2	Require site-specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.
Policy SE-1.3	Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties. All proposed development is subject to the City's Zoning Ordinance and Building Codes.
Policy SE-1.4	Prohibit development - including any land alteration, grading for roads and structural development - in areas of slope instability or other geologic concerns unless mitigation measures are taken to limit potential damage to levels of acceptable risk.
Policy SE-1.5	Design and improve all critical care facilities and services to remain functional following the maximum credible earthquake. Avoid placement of critical facilities and high-occupancy structures in areas prone to violent ground shaking or ground failure.
Policy SE-1.6	Work with San Mateo County, California Water Service Company, and the San Francisco Water Department to ensure that all water tanks and San Francisco's main water pipeline are capable of withstanding high seismic stress.
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.
Program S-1	Grading and Erosion Control Ordinance. Adopt ordinance which ensures that new construction, on-going businesses, and municipal maintenance will preserve storm water runoff which flows to the ocean and bay.
Program S-2	Implementation of Erosion Control Program. Inspection and monitoring of construction activities to ensure compliance with the erosion and grading ordinance.
Program S-3	Establishment of a Geological Sensitive Zone. This program involves identifying geologically sensitive areas throughout Daly City. These areas could include land subject to landslides, erosion, and areas with steep slopes. The first phase of program will identify these areas. The second phase will include these areas in a combining district and preparation of performance standards to be included in Zoning Ordinance.

Source: City of Daly City, Daly City 2030 General Plan, adopted March 25, 2013.

Municipal Code

The City of Daly City Municipal Code contains all adopted ordinances for the city. The Municipal Code is organized by Title, Chapter, and Section. The current Municipal Code is codified through Ordinance No. 1382, which was passed on August 11, 2014.

GEOLOGY, SOILS, AND SEISMICITY

The City of Daly City has adopted the 2013 CBC, by reference, as the basis for the City's Building Code. The provisions of the Building Code are set forth in Title 15, Chapter 15.08 of the City of Daly City Municipal Code.⁸ A number of additions, amendments, or deletions were made to the CBC as it was adopted in the Municipal Code, although none appeared to be relevant to hazards associated with geology, soils, and seismicity.

Chapter 15.10.150 of the Municipal Code does contain requirements for seismic reinforcement that are applicable to certain residential structures. Chapter 15.62 entitled "Grading, Erosion, and Sediment Control" contains a number of rules and regulations that govern site clearing, vegetation disturbances, backfilling, excavations, and related activities that have the potential to cause sediments and other pollutants to enter public drainages. The chapter sets forth regulations, permit requirements, and enforcement protocols to effectively control these activities.

4.5.1.2 EXISTING CONDITIONS

This section includes a discussion of the existing geologic, soil, and seismic conditions in the vicinity of the Project.

Geology

The Project site is located within the United States Geological Survey's (USGS's) San Francisco South, California 7.5-minute topographic quadrangle map (see Figure 4.5-1). From a geomorphology perspective, the Project site and the surrounding parts of Daly City lie in the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. The San Francisco Peninsula lies north of the Santa Cruz Mountains where it is flanked by the Pacific Ocean and San Francisco Bay to the west and east, respectively. The Coast Ranges Geomorphic Province is typified by northwest-southeast trending mountain ranges that stretch from the Oregon border to the north to Point Conception to the south. In the San Francisco Bay area, most of the Coast Ranges are underlain by tectonically complex, Jurassic- to Cretaceous-age bedrock of the Franciscan Complex.

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.⁹ Much of the runoff in the Project vicinity flows east to Colma Creek, whose southeast-trending drainage eventually discharges to San Francisco Bay.

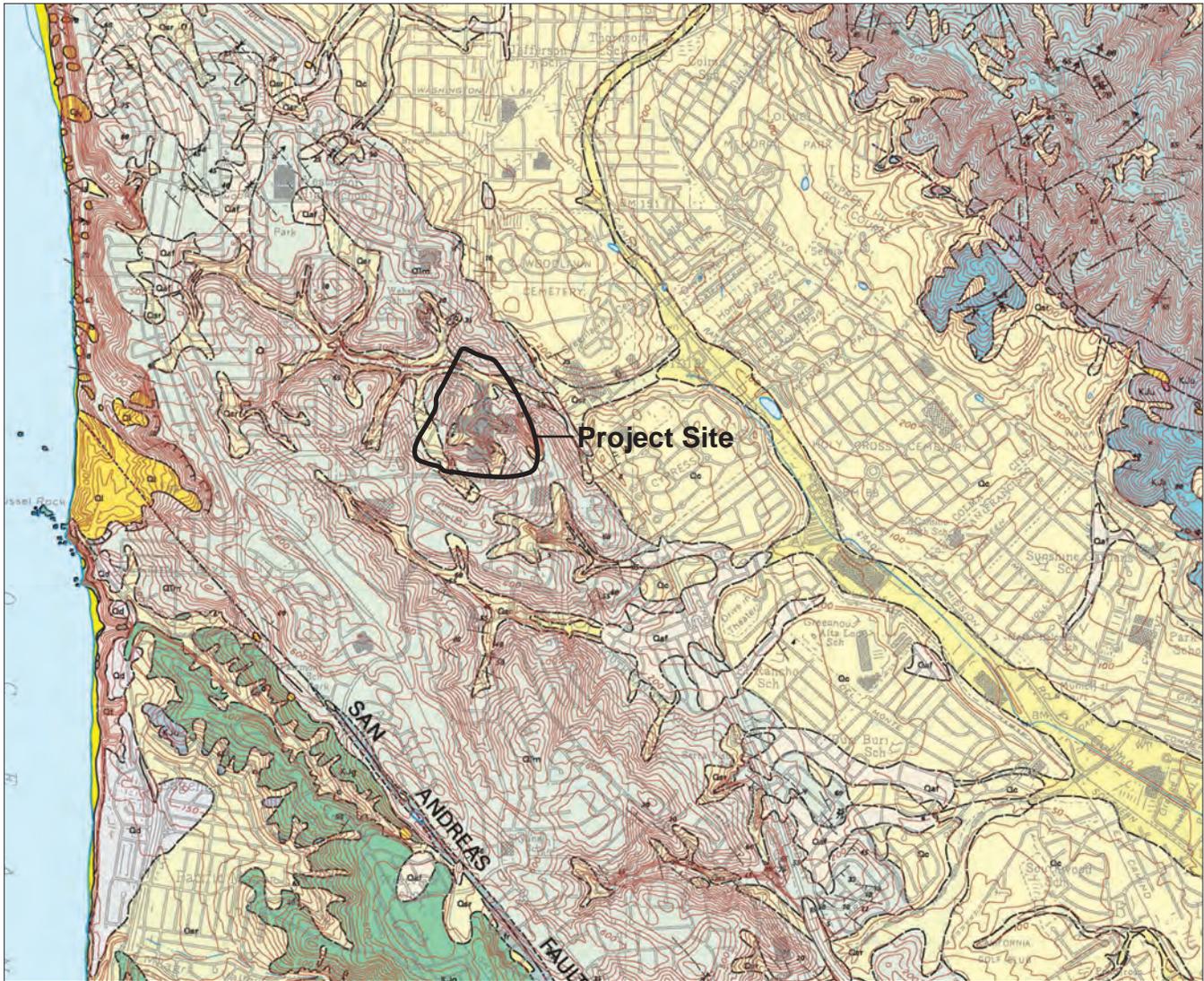
Based on the geologic mapping conducted by the USGS, the Project site is immediately underlain by clastic sediments of the Pliocene to Pleistocene age (i.e., 5 million to 10,000 years before present) Merced Formation, described as medium-grey to yellowish orange, friable to firm sand, silt, and clay with minor amounts of gravel, lignite, and volcanic ash.¹⁰ The Merced Formation crops out in a broad, fault-bounded trough that is partially exposed along the coastal bluffs northwest of the

⁸ City of Daly City Municipal Code, https://www.municode.com/library/ca/daly_city/codes/code_of_ordinances, accessed on November 18, 2014.

⁹ US Geological Survey (USGS), 1995, San Francisco South Quadrangle, California, 7.5-Minute Series (Topographic), scale 1:24,000.

¹⁰ US Geological Survey (USGS), 1998, Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, by M. G. Bonilla, Open-File Report 98-354.

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Source: US Geological Survey, Preliminary Geologic Map of the San Francisco South 7.5' Quadrangle and Part of the Hunter's Point 7.5' Quadrangle, San Francisco Bay Area, California, M. G. Bonilla, Open-File Report 98-354, 1998.

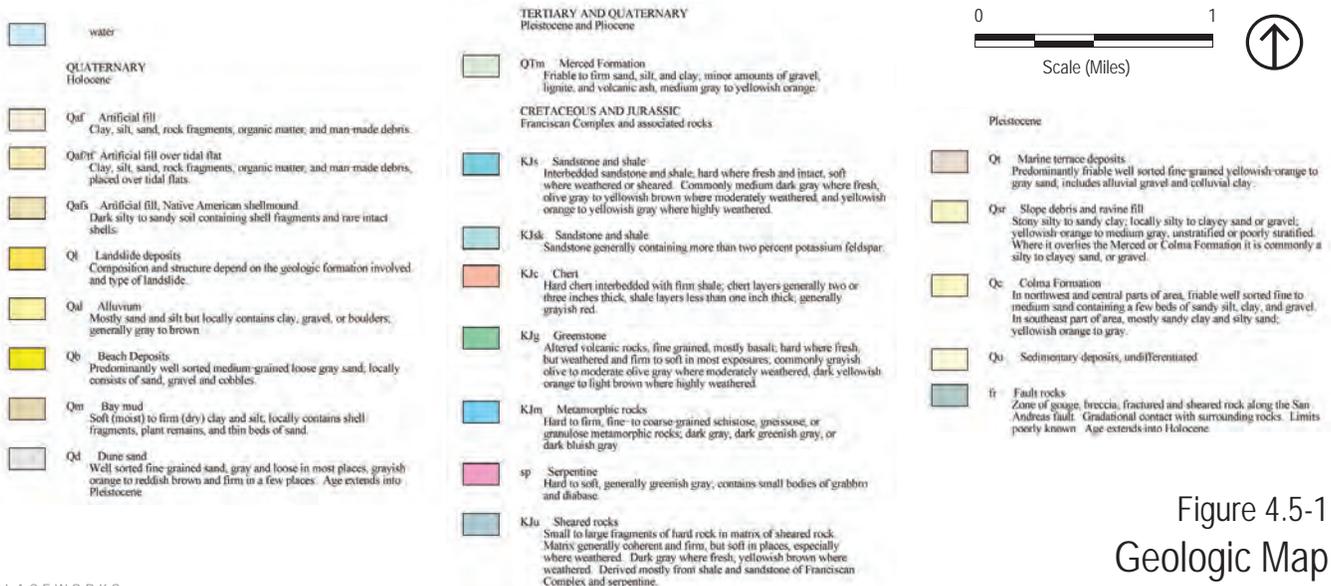


Figure 4.5-1
Geologic Map

GEOLOGY, SOILS, AND SEISMICITY

Project site. The Merced Formation, in turn, lies stratigraphically below the Late Pleistocene age (125,000 to 10,000 years old) Colma Formation, which is composed of sandy, near-shore and beach deposits, as well as Recent dune sands.

Soils

Web-accessible soil mapping data compiled by the United States Department of Agriculture's (USDA) Natural Resources Conservation Service (formerly, the Soil Conservation Survey) was used to identify the major soil types within the vicinity of the Project (see Figure 4.5-2). The dominant soil types include the Orthent and Urban-Orthent soil complexes, with lesser areas of Urban Land soil complex.¹¹ These soils are formed on slopes of varying steepness, generally ranging from flat (i.e., 0 percent slope) to slopes as steep as 75 percent.

The soils of the dominant Orthent and Urban-Orthent complexes are typically formed on alluvial fans, terraces, and hills. According to the USDA, these soils are often well drained, although their properties and characteristics can be variable. Susceptibility to runoff is described as medium, and erosion hazards are moderate. These soils reportedly include undisturbed loamy material on coastal terraces; areas that have been graded for residential and other urban uses; smoothed areas on alluvial fans and plains; and reclaimed areas near San Francisco Bay.¹²

In general, expansive soils in the City of Daly City are not prevalent. Nevertheless, customary geotechnical investigations prior to development could indicate their presence, in which case, a wide range of treatments are available to mitigate these soils. Potentially applicable techniques include: soil grouting, recompaction, and replacement with a non-expansive material.

Regional Faulting, Seismicity, and Related Seismic Hazards

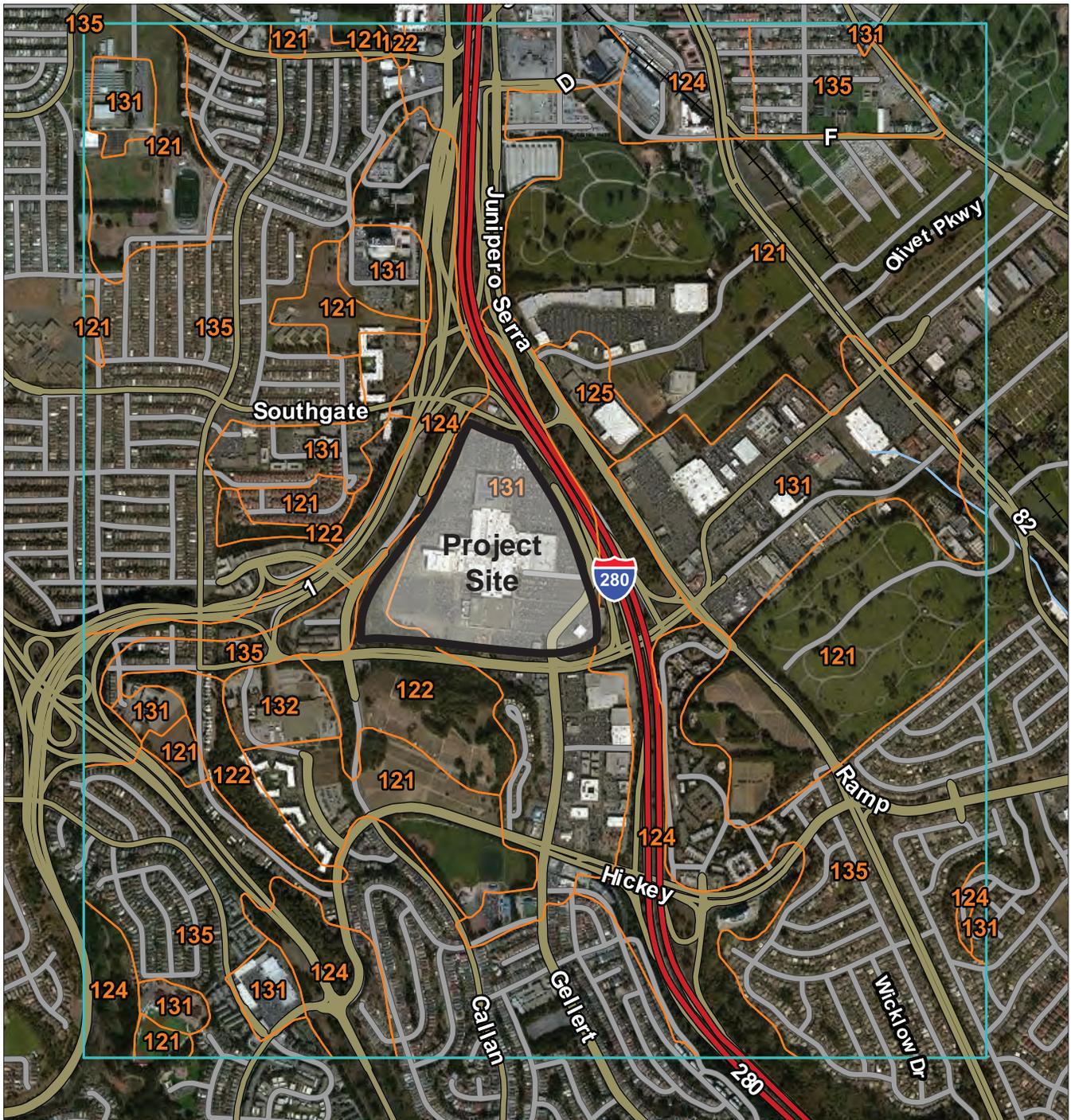
The Earth's crust is comprised of tectonic plates that collide with or slide past one another along plate boundaries. California is particularly susceptible to such plate movements, notably, the largely horizontal or "strike-slip" movement of the Pacific Plate as it impinges on and slides past the western margin of the North American Plate. In general, earthquakes occur when the accumulated stress along a plate boundary or fault is suddenly released, resulting in seismic slippage. The amount (i.e., distance) of slippage can vary widely, ranging in scale from a few millimeters or centimeters, to tens of feet.

The performance of man-made structures during a major seismic event varies widely due to a number of factors: location with respect to active fault traces or areas prone to liquefaction or seismically-induced landslides; the type of building construction (i.e., wood frame, unreinforced masonry, non-ductile concrete frame); the proximity, magnitude, and intensity of the seismic event itself; and many other factors. In general, evidence from past earthquakes shows that wood frame structures tend to perform well, especially when their foundations are properly designed and anchored. Older, unreinforced masonry structures, on the other hand, do not perform as well, especially if they have not undergone appropriate seismic retrofitting. Applicable building code requirements, such as those found in the CBC, include seismic

¹¹ US Dept. of Agriculture, Natural Resources Conservation Service, 2014, Custom Soil Resource Report for San Mateo County, Eastern Part, and San Francisco County, California, dated November 24, 2014.

¹² US Dept. of Agriculture, Soil Conservation Service, 1991, Soil Survey of San Mateo County, Eastern Part, and San Francisco County, California, dated May 1991.

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Map Unit Name	
121	Orthents, cut and fill, 0 to 15 percent slopes
122	Orthents, cut and fill, 15 to 75 percent slopes
124	Orthents, cut and fill-Urban land complex, 5 to 75 percent slopes
125	Pits and Dumps
131	Urban land
132	Urban land-Orthents, cut and fill complex, 0 to 5 percent slopes
135	Urban land-Orthents, smoothed complex, 5 to 50 percent slopes



Figure 4.5-2
Soil Types

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requirements that are designed to ensure the satisfactory performance of building materials under prescribed seismic conditions.

Seismic potential in the Daly City area is dominated by the nearby San Andreas Fault System that lies as close as 0.9 miles southwest of the Project site. The faults that comprise this system are typified by right-lateral, strike-slip movement. Other active earthquake faults in the region include the Hayward and Calaveras Faults that lie roughly 18 to 24 miles to the east of the Project site, respectively, and the San Gregorio Fault, which passes as close as 8 miles to the southwest (see Figure 4.5-3).¹³ Based on maps published by the California Geological Survey (CGS), the only Alquist-Priolo Earthquake Fault Zone that has been mapped in the immediate vicinity of the Project is the zone that flanks the San Andreas Fault. This zone does not cross the Project site.

A number of significant earthquakes have been recorded on the San Andreas Fault since 1800. The 1906 San Francisco Earthquake, with an estimated magnitude between M_w 7.7 and 8.3, caused the most significant damage and loss of life in the recorded history of the region. The surface rupture along the San Andreas Fault extended approximately 270 miles producing ground surface offset of more than 20 feet in some locations. The earthquake was felt as far away as Oregon, Nevada, and Los Angeles.

Another smaller, but locally notable earthquake on the San Andreas Fault occurred on March 22, 1957.¹⁴ The epicenter of this M_w 5.4 earthquake was located close to Mussel Rock, less than two miles west of the Project site. Although the event was of a relatively short duration (approximately five seconds of strong shaking), it triggered landslides along the banks of Lake Merced and slope failures along State Route 1.

Approximately 25 years ago, the M_w 6.9 Loma Prieta earthquake of October 1989 on the San Andreas Fault caused significant damage throughout the San Francisco Bay Area, although no deaths were reported in San Mateo County. The epicenter of the Loma Prieta event was located more than 40 miles southeast of the Project site.¹⁵

Most recently, the August 24, 2014 M_w 6.0 Napa earthquake, located near the City of Napa roughly 39 miles northeast of the Project site, underscored the regional seismic hazards in the San Francisco Bay Area.¹⁶ This earthquake represented the largest regional seismic event since Loma Prieta, and it resulted in the destruction of more than 70 structures and approximately one billion dollars in total damage.

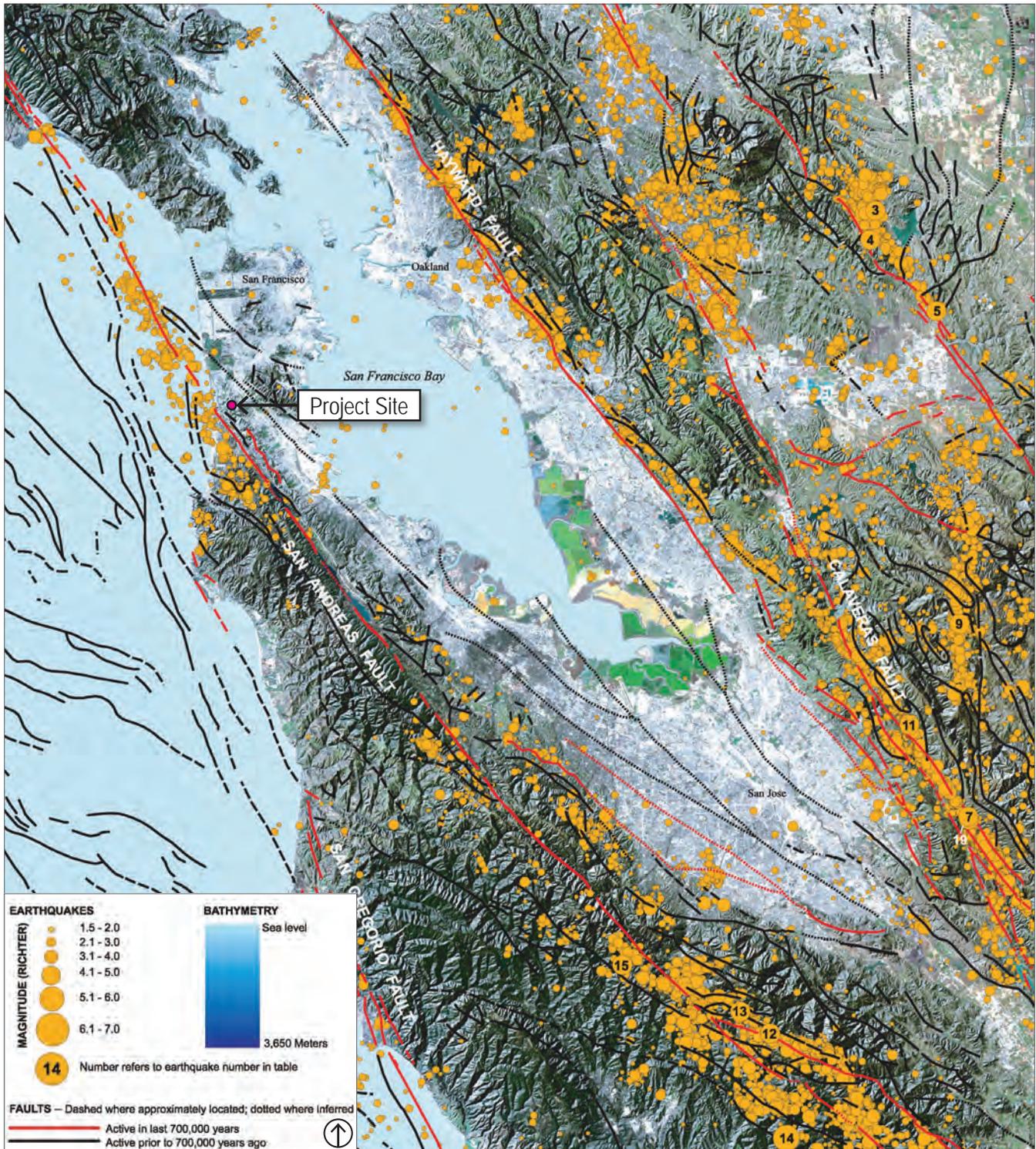
¹³ US Geological Survey (USGS), 2004, Earthquakes and Faults in the San Francisco Bay Area (1970-2003), Scientific Investigations Map 2848.

¹⁴ US Geological Survey (USGS), 1971, Geology of the San Francisco North Quadrangle, California, Geological Survey Professional Paper 782, by Julius Schlocker.

¹⁵ Univ. of California, Berkeley Seismological Laboratory, 2014, Loma Prieta: Remembering the Past, Planning for the Future, http://seismo.berkeley.edu/seismo/loma_prieta_25.html, accessed on December 8, 2014.

¹⁶ US Geological Survey, 2014, Earthquake Hazards Program, <http://earthquake.usgs.gov/earthquakes/eventpage/nc72282711#summary>, accessed on August 26, 2014.

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Source: US Geological Survey, 2004;
Earthquakes and Faults in the San Francisco Bay Area (1970-2003);
Scientific Investigations Map 2848.

Figure 4.5-3
Earthquakes and Faults in the San Francisco Bay Area

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Ground Shaking

The severity of seismic ground shaking depends on many variables, such as earthquake magnitude, hypocenter proximity, local geology (including the properties of unconsolidated sediments), groundwater conditions, and topographic setting. In general, ground-shaking hazards are most pronounced in areas that are underlain by loosely consolidated soil/sediment.

When earthquake faults within the San Francisco Bay Area's nine counties were considered, the USGS estimated that the probability of a M_w 6.7 or greater earthquake prior to year 2036 is 63 percent, or roughly a two-thirds probability over this timeframe.¹⁷ Individually, the forecasted probability for a given earthquake fault to produce a M_w 6.7 or greater seismic event by the year 2036 is as follows: 31 percent for the Hayward Fault, 21 percent for the San Andreas Fault, 7 percent for the Calaveras Fault, and 6 percent for the San Gregorio Fault, as shown in Figure 4.5-4. Earthquakes of this magnitude can create ground accelerations severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Underground utility lines are also susceptible where they lack sufficient flexibility to accommodate the seismic ground motion. In the event of an earthquake of this magnitude, the seismic forecasts presented on the Association of Bay Area Governments' website (developed by a cooperative working group that included the USGS and the CGS) suggest that the Project site is expected to experience "violent" shaking (i.e., Modified Mercalli Intensity [MMI] IX).¹⁸

Landslides

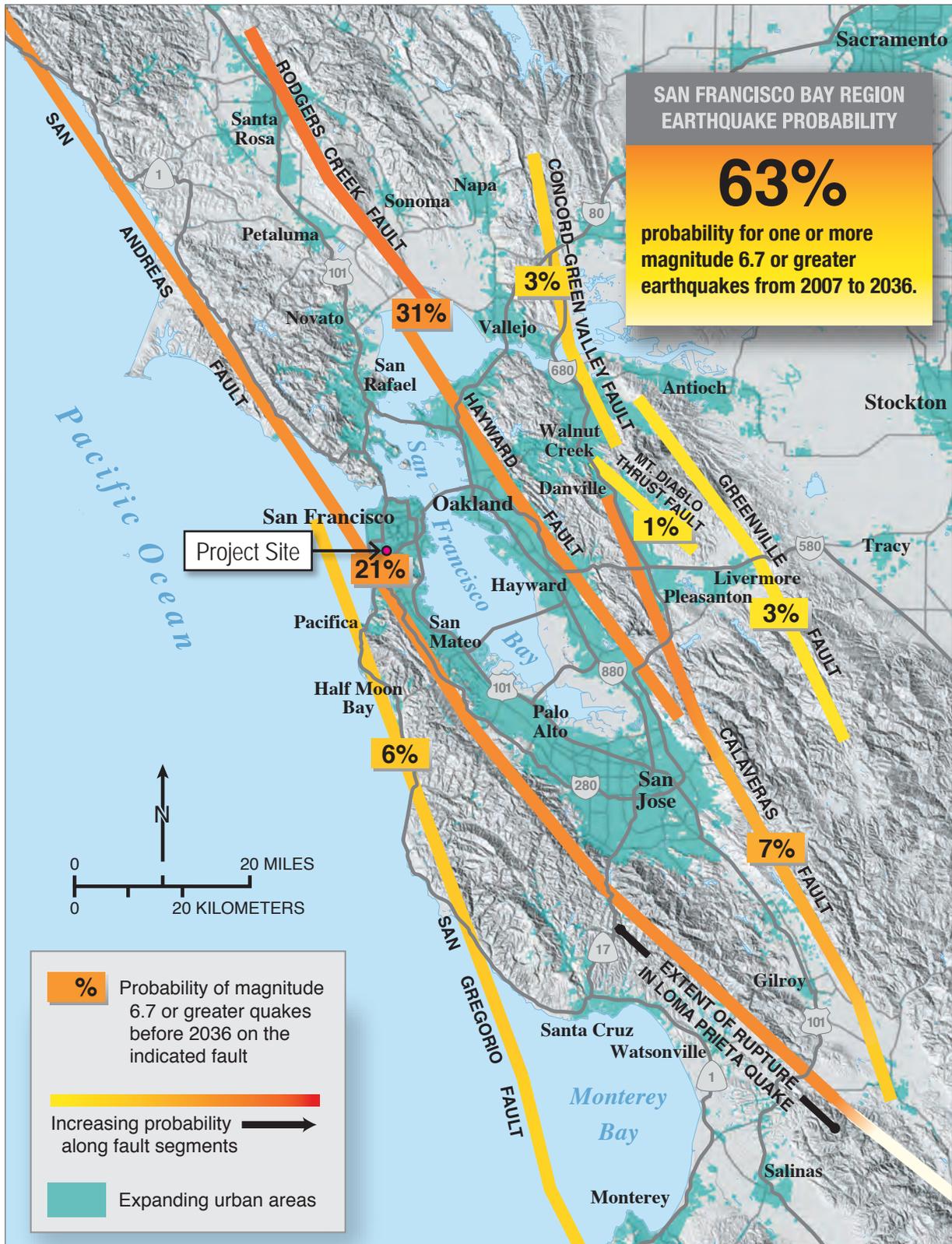
Landslides are gravity-driven movements of earth materials that can include rock, soil, unconsolidated sediment, or combinations of such materials. The rate of landslide movement can vary considerably; some move rapidly, as in a soil or rock avalanche, while other landslides creep or move slowly for extended periods of time. The susceptibility of a given area to landslides depends on many variables, although the general characteristics that influence landslide hazards are widely acknowledged. Some of the more important factors that can impact the likelihood of landslides are:

- **Slope Material:** Loose, unconsolidated soil and weakly indurated or highly fractured bedrock are more prone to landslides.
- **Slope Steepness:** Most landslides occur on moderate to steep slopes.
- **Structural Geometry:** The orientation of planar elements in soil or bedrock and their relationship to the ground surface can affect landslide probability.
- **Moisture:** Increased moisture, as it may be present in subsurface soil, bedrock pores, or bedrock fractures, can increase the likelihood of a landslide due to decreased internal friction and increased weight of the earth materials.
- **Vegetation:** Well-established vegetation, and the associated root structures, help promote slope stability.

¹⁷ US Geological Survey(USGS), 2014, 2008 Bay Area Earthquake Probabilities, <http://earthquake.usgs.gov/regional/nca/ucerf/>, accessed on August 25, 2014.

¹⁸ Association of Bay Area Governments, 2014, San Mateo County Earthquake Hazards, <http://resilience.abag.ca.gov/earthquakes/sanmateo/>, accessed on November 21, 2014.

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Source: US Geological Survey, 2008 Bay Area Earthquake Probabilities, 2014.

Figure 4.5-4
Bay Area Earthquake Probabilities

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- **Eroded Slopes or Man-made Cuts:** Proximity to eroded faces in soil or bedrock, as well as proximity to cut (i.e., excavated) slope faces can increase landslide potential.
- **Seismic Shaking:** Strong seismic shaking can trigger landslides in otherwise stable slopes or loosen the slope materials such that they are more prone to landslides in the future.

Due to the prevailing gently rolling topography and lack of steep slopes, earthquake-induced landslides are unlikely to occur at the Project site. This is consistent with the maps prepared by the CGS that do not show any seismically induced landslide hazard zones at the Project site.

Liquefaction

Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong, seismically induced ground shaking. Under certain circumstances, the ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification.

Recent USGS studies of liquefaction in the greater San Francisco area concluded that the liquefaction potential at the Project site and in its vicinity is “very low.”¹⁹ The USGS interpretation is consistent with regional liquefaction potential maps compiled by the Association of Bay Area Governments (ABAG).

Unstable Geologic Units

Expansive soils can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils. Expansive soils are typically very fine-grained with a high to very high percentage of clay. The clay minerals present typically include montmorillonite, smectite, and/or bentonite.

Previous USDA soil surveys in the northwest part of San Mateo County contained very little soil test data for the soils of the Orthent and Urban-Orthent complexes that dominate the Project site. A 2005 geotechnical investigation of a neighboring property to the south of the Project site addressed potential hazards due to expansive soil (or bedrock). Due to its proximity and comparable geologic setting, this investigation is deemed relevant.²⁰ That study found that although most

¹⁹ US Geological Survey (USGS), 2006, Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region, California, Open File Report 2006-1037, by Robert C. Witter, Keith L. Knudsen, Janet M. Sowers, Carl M. Wentworth, Richard D. Koehler, and Carolyn E. Randolph.

²⁰ Kleinfelder, 2005, Draft Supplemental Geologic and Geotechnical Report for Serramonte 200 Condominium Project, Daly City, California, dated August 12, 2005.

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of the underlying bedrock of the Merced Formation consisted of sandy sediments with low expansion potential, local beds of clayey siltstone/sandstone with moderate to high expansion potential were locally present. The report recommended careful observation during grading, so that these highly plastic sediments can be identified and segregated, to preclude their on-site reuse as engineered fill.

4.5.2 STANDARDS OF SIGNIFICANCE

Prior to the development of this document, an Initial Study was prepared for the Project (see Appendix A). Based on the analysis contained in the Initial Study, it was determined that development of the Project would not result in significant environmental impacts for certain significance criteria. Consequently, the following significance criteria are not discussed in this chapter.

- 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.

The Initial Study determined that the Project would have a significant impact with regard to geology, soils, and/or seismicity if it would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - Surface rupture along a known active fault, including those faults identified on recent Alquist-Priolo Earthquake Fault Zoning Maps issued by the State Geologist, or active faults identified through other means (i.e., site-specific geotechnical studies, etc.).
 - Strong seismic ground shaking.
 - Seismic-related ground failure, including liquefaction.
 - Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse.
4. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.

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4.5.3 IMPACT DISCUSSION

This section analyzes potential impacts to geology, soils, and seismicity.

GEO-1	The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.
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To date, no Alquist-Priolo Earthquake Fault Zones have been mapped at the Project site. Protections afforded by the Alquist-Priolo Act, as well as the CBC, which requires detailed geotechnical reports in areas of suspected geological hazards, suggest that the potential for ground rupture would be adequately mitigated for development of the Project. Nevertheless, in the event of a large, M_w 6.7 or greater, seismic event on the nearby San Andreas Fault, the Project site is expected to experience “violent” ground shaking according to seismic forecasts developed by a cooperative working group that included the USGS and the CGS. Based on published studies and maps of the Project site, the potential for seismically induced liquefaction and seismically induced landslides appears to be low to very low.

CBC requirements, as adopted in the City of Daly City Municipal Code, require detailed soils and/or geotechnical studies in areas of suspected geological hazards. The protections afforded by these ordinances suggest that the potential for seismically induced liquefaction and seismically induced landslides would be adequately mitigated for development of the Project.

In addition to the safeguards discussed above, development of the Project would be subject to the following policies in the Safety Element of the City’s General Plan:

- Policy SE-1.2: Require site-specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.
- Policy SE-1.3: Permit development in areas of potential geologic hazards only where it can be demonstrated that the project will not be endangered by, nor contribute to, the hazardous condition on the site or on adjacent properties. All proposed development is subject to the City’s Zoning Ordinance and Building Codes.
- 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.

Adherence to CBC requirements, applicable City ordinances and regulations, and General Plan policies would ensure that impacts are *less than significant*.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code (Title 15, Chapter 15.08)
- Daly City Municipal Code (Chapter 15.10.150)

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Significance Before Mitigation: Less than significant.

GEO-2 The Project would not result in substantial soil erosion or the loss of topsoil.

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern during Project development. However, compliance with existing regulatory requirements, such as the implementation of grading erosion control measures specified in the CBC and Chapter 15.62 of the City of Daly City's Municipal Code, would reduce impacts from erosion and the loss of topsoil. Examples of these control measures are Best Management Practices (BMPs) such as hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Chapter 15.62 of the Municipal Code, also known as the "City of Daly City Grading, Erosion and Sediment Control Ordinance," contains rules and regulations that control site clearing, vegetation disturbances, landfills, land excavations, soil storage, and other activities that can cause sediments and other pollutants to enter the storm drain system. The ordinance also includes permit requirements, as well as procedures for the administration and enforcement of permits to appropriately control these development-related activities.

In addition to the safeguards discussed above, future development at the Project site would be subject to the following proposed programs in the Safety Element of the City's General Plan:

- Program S-1: Grading and Erosion Control Ordinance - Adopt ordinance which ensures that new construction, on-going businesses, and municipal maintenance will preserve storm water runoff which flows to the ocean and bay.
- Program S-1: Implementation of Erosion Control Program - Inspection and monitoring of construction activities to ensure compliance with the erosion and grading ordinance.

Adherence to the aforementioned requirements would ensure that impacts associated with substantial erosion and loss of topsoil during the development allowed by the Project would be *less than significant*.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code (Chapter 15.62)

Significance Before Mitigation: Less than significant.

GEO-3 The Project would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Unstable geologic units are not known to be present at the Project site, and recent USGS studies in the greater San Francisco area concluded that the liquefaction potential at the Project site is very low. This interpretation is consistent with regional liquefaction potential maps compiled by ABAG. Compliance with CBC requirements, which require site-specific

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soils and/or geotechnical studies for land development or construction in areas of potential geologic instability, as well as adherence to General Plan Policy SE-1.2, would reduce the potential impacts associated with Project development to a *less-than-significant* level.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code (Title 15, Chapter 15.08)

Significance Before Mitigation: Less than significant.

GEO-4 The Project would not be located on expansive soil, creating substantial risks to life or property.

In general, expansive soils in Daly City are not prevalent. Based on available USDA Natural Resources Conservation Service soil maps, expansive soils in the vicinity of the Project are not prevalent.^{21,22} Therefore, potential risks associated with expansive soils are considered to be low, and the impact is *less than significant*.

Applicable Regulations:

- US Department of Agriculture

Significance Before Mitigation: Less than significant.

4.5.4 CUMULATIVE IMPACTS

GEO-5 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.

This EIR takes into account the projected growth due to Project development, together with projected growth in the rest of the City of Daly City, as forecast by ABAG. Potential cumulative geological impacts could arise from a combination of Project development, together with future development in the immediate vicinity.

Considering the fact that no active earthquake faults have been mapped by the State of California at or immediately adjacent to the Project site, the risk of primary fault rupture to occupied buildings is considered to be low. Furthermore, development allowed by the Project would be subject to CBC and Municipal Code requirements. Compliance with these

²¹ US Department of Agriculture, Natural Resources Conservation Service, 2014, Custom Soil Resource Report for San Mateo County, Eastern Part, and San Francisco County, California, dated November 24, 2014.

²² US Department of Agriculture, Natural Resources Conservation Service, 1991, Soil Survey of San Mateo County, Eastern Part, and San Francisco County, California, dated May 1991.

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requirements would, to the maximum extent practicable, reduce cumulative, development-related impacts that relate to seismic shaking, seismically induced landslides and liquefaction, and expansive soils. Similarly, compliance with the General Plan policies and programs, as well as the City's Ordinances pertaining to construction-related excavation and grading (i.e., Municipal Code Chapter 15.62), would minimize the cumulative impacts associated with soil erosion and loss of topsoil to the maximum extent practicable.

The Project would not result in a significant impact with respect to geology, soils, and seismicity and would not significantly contribute to cumulative impacts in this regard. Therefore, the cumulative impacts associated with development of the Project, together with anticipated growth in the immediate vicinity of the Project site, would result in a *less-than-significant* cumulative impact with respect to geology, soils, and seismicity.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code (Title 15, Chapter 15.08)
- Daly City Municipal Code (Chapter 15.10.150)

Significance Before Mitigation: Less than significant.

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4.6 GREENHOUSE GAS EMISSIONS

This chapter evaluates the potential for land use changes associated with adopting and implementing the Serramonte Shopping Center Expansion Project (Project) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough individually to result in a measurable increase in global concentrations of GHG emissions, global warming impacts of a project are considered on a cumulative basis. This chapter is based on the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) for project-level review, based on preliminary information available. Transportation sector emissions are based on trip generation provided by Kittelson & Associates, Inc. GHG emissions modeling is included in Appendix C, *Air Quality and Greenhouse Gas Modeling*, of this Draft EIR.

4.6.1 ENVIRONMENTAL SETTING

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons (IPCC 2001).^{1,2,3} The major GHGs are briefly described below.

- **Carbon dioxide (CO₂)** enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and respiration. It can also enter as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄)** is emitted during the production and transportation of coal, natural gas, and oil. Methane emissions also result from livestock, other agricultural practices, and from the decay of organic waste in landfills and water treatment facilities.

¹ Water vapor (H₂O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

² Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities (CARB, 2014). However, State and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

³ Intergovernmental Panel on Climate Change, 2001. *Third Assessment Report: Climate Change 2001*, New York: Cambridge University Press.

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- **Nitrous oxide (N₂O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.
- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases.
- **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (troposphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.
- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF₄] and perfluoroethane [C₂F₆]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.
- **Sulfur Hexafluoride (SF₆)** is a colorless gas soluble in alcohol and ether, and slightly soluble in water. SF₆ is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.
- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs.^{4,5}

GHGs are dependent on the lifetime or persistence of the gas molecule in the atmosphere. Some GHGs have stronger greenhouse effects than others. These are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 4.6-1. The GWP is used to convert GHGs to CO₂-equivalence (CO₂e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCC's Second Assessment Report GWP values for CH₄, a project that generates 10 metric tons (MT) of CH₄ would be equivalent to 210 MT of CO₂.⁶

⁴ United States Environmental Protection Agency (USEPA), 2012. Greenhouse Gas Emissions, <http://www.epa.gov/climatechange/ghgemissions/gases.html>.

⁵ Intergovernmental Panel on Climate Change, 2001. *Third Assessment Report: Climate Change 2001*, New York: Cambridge University Press.

⁶ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

GREENHOUSE GAS EMISSIONS

TABLE 4.6-1 GHG EMISSIONS AND THEIR RELATIVE GLOBAL WARMING POTENTIAL COMPARED TO CO₂

GHGs	Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO ₂ ^a	Fourth Assessment Report Global Warming Potential Relative to CO ₂ ^b
Carbon Dioxide (CO ₂)	50 to 200	1	1
Methane (CH ₄) ^c	12 (±3)	21	25
Nitrous Oxide (N ₂ O)	120	310	298
Hydrofluorocarbons:			
HFC-23	264	11,700	14,800
HFC-32	5.6	650	675
HFC-125	32.6	2,800	3,500
HFC-134a	14.6	1,300	1,430
HFC-143a	48.3	3,800	4,470
HFC-152a	1.5	140	124
HFC-227ea	36.5	2,900	3,220
HFC-236fa	209	6,300	9,810
HFC-4310mee	17.1	1,300	1,030
Perfluoromethane: CF ₄	50,000	6,500	7,390
Perfluoroethane: C ₂ F ₆	10,000	9,200	12,200
Perfluorobutane: C ₄ F ₁₀	2,600	7,000	8,860
Perfluoro-2-methylpentane: C ₆ F ₁₄	3,200	7,400	9,300
Sulfur Hexafluoride (SF ₆)	3,200	23,900	22,800

Notes: The IPCC has published updated global warming potential (GWP) values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO₂ (radiative forcing is the difference of energy from sunlight received by the earth and radiated back into space). However, GWP values identified in the Second Assessment Report are still used by BAAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan was based on the GWP values in the Second Assessment Report.

a. Based on 100-Year Time Horizon of the GWP of the air pollutant relative to CO₂. Intergovernmental Panel on Climate Change. 2001. Third Assessment Report: Climate Change 2001. New York: Cambridge University Press.

b. Based on 100-Year Time Horizon of the GWP of the air pollutant relative to CO₂. Intergovernmental Panel on Climate Change. 2007. Fourth Assessment Report: Climate Change 2007. New York: Cambridge University Press.

c. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO₂ is not included.

Sources: Intergovernmental Panel on Climate Change, 2001, Third Assessment Report: Climate Change 2001, New York: Cambridge University Press; and Intergovernmental Panel on Climate Change, 2007, Fourth Assessment Report: Climate Change 2007, New York: Cambridge University Press.

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California's Greenhouse Gas Sources and Relative Contribution

California is the tenth largest GHG emitter in the world and the second largest emitter of GHG in the United States, surpassed only by Texas; however, California also has over 12 million more people than the state of Texas.⁷ Because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO₂ emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services).⁸

The California Air Resources Board (CARB) last update to the statewide GHG emissions inventory that used the Second Assessment Report GWPs was conducted in 2012 for year 2009 emissions.⁹ California's transportation sector is the single largest generator of GHG emissions, producing 37.9 percent of the State's total emissions. Electricity consumption is the second largest source, producing 22.7 percent. Industrial activities are California's third largest source of GHG emissions at 17.8 percent.^{10,11}

In 2013, the statewide GHG emissions inventory was updated for 2000 to 2012 emissions using the GWPs in IPCC's Fourth Assessment Report. Based on these GWPs, California produced 459 MMT CO₂e GHG emissions in 2012. California's transportation sector remains the single largest generator of GHG emissions, producing 36.5 percent of the State's total emissions. Electricity consumption made up 20.7 percent, and industrial activities produced 19.4 percent. Other major sectors of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, agriculture, and forestry.¹²

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that is attributable to human activities. The amount of CO₂ has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to

⁷ California Energy Commission (CEC), 2005. *Climate Change Emissions Estimates from Bemis, Gerry and Jennifer Allen, Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2002 Update*, California Energy Commission Staff Paper CEC-600-2005-025, Sacramento, California, June.

⁸ California Energy Commission (CEC), 2006. *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004*, Report CEC-600-2006-013-SF, December.

⁹ Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (AB 32) (2006).

¹⁰ CO₂-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

¹¹ California Air Resources Board (CARB), 2011. *California Greenhouse Gas Inventory for 2000–2009: By Category as Defined by the Scoping Plan*, December.

¹² California Air Resources Board (CARB), 2014. *California Greenhouse Gas Inventory for 2000–2012: By Category as Defined by the Scoping Plan*, March 24.

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combustion of fossil fuels and deforestation.¹³ These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is rising at a rate that cannot be explained by natural causes alone.¹⁴ Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants.¹⁵

Projections of climate change depend heavily upon future human activity. Therefore, climate models are based on different emission scenarios that account for historic trends in emissions as well as observations on the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty. For example, climate trends include varying degrees of certainty on the magnitude of the direction of the trends for:

- warmer and fewer cold days and nights over most land areas;
- warmer and more frequent hot days and nights over most land areas;
- an increase in frequency of warm spells/heat waves over most land areas;
- an increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas;
- areas affected by drought increases;
- intense tropical cyclone activity increases; and
- increased incidence of extreme high sea level (excludes tsunamis).

IPCC's "2007 IPCC Fourth Assessment Report" projects that the global mean temperature increase from 1990 to 2100 under different climate-change scenarios will range from 1.4 to 5.8 degrees Celsius (°C) (2.5 to 10.4 degrees Fahrenheit (°F)). In the past, gradual changes in the earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so that environmental impacts associated with climate change no longer occur in a geologic time frame, but within a human lifetime.¹⁶

Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are also hard to predict. In California and western North America, observations of the climate have shown: 1) a trend toward warmer winter and spring temperatures, 2) a smaller fraction of precipitation falling as snow, 3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, 4) shift in the timing of snowmelt of 5 to 30 days earlier in the spring, and 5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms.¹⁷ According to the California Climate Action Team—a committee of

¹³ Intergovernmental Panel on Climate Change (IPCC), 2007. *Fourth Assessment Report: Climate Change 2007*, New York: Cambridge University Press.

¹⁴ At the end of the last ice age, the concentration of CO₂ increased by around 100 ppm (parts per million) over about 8,000 years, or approximately 1.25 ppm per century. Since the start of the industrial revolution, the rate of increase has accelerated markedly. The rate of CO₂ accumulation currently stands at around 150 ppm/century—more than 200 times faster than the background rate for the past 15,000 years.

¹⁵ California Climate Action Team, 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March.

¹⁶ Intergovernmental Panel on Climate Change, 2007. *Fourth Assessment Report: Climate Change 2007*, New York: Cambridge University Press.

¹⁷ California Climate Action Team, 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature*, March.

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State agency secretaries and the heads of agency, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 4.6-1), and the inertia of the Earth's climate system could produce as much as 0.6°C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 4.6-2 and include public health impacts, water resources impacts, agricultural impacts, coastal sea level impacts, forest and biological resource impacts, and energy impacts. Specific climate change impacts that could affect Daly City include health impacts from deterioration of air quality, water resources impacts from a reduction in water supply, increased energy demand, and sea level rise (see also Chapter 4.8, *Hydrology and Water Quality*, for flood impacts).

4.6.1.1 REGULATORY FRAMEWORK

This section describes the federal, State and local regulations applicable to GHG emissions.

Federal Regulations

The United States Environmental Protection Agency (EPA) announced on December 7, 2009 that GHG emissions threaten the public health and welfare of the American people and GHG emissions from on-road vehicles contribute to the threat. The EPA's endangerment findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not in and of themselves impose any emission reduction requirements, but allowed the EPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.¹⁸

The EPA's endangerment finding covers emissions of six key GHGs—CO₂, CH₄, N₂O, hydrofluorocarbons, perfluorocarbons, and SF₆—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the Project because they constitute the majority of GHG emissions from the on-site land uses, and per BAAQMD guidance are the GHG emissions that should be evaluated as part of a GHG emissions inventory.

US Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (large stationary sources, etc.) to report GHG emissions data. Facilities that emit 25,000 metric tons (MT) or more of CO₂ per year are required to submit an annual report.

¹⁸ United States Environmental Protection Agency (USEPA), 2009. *Greenhouse Gases Threaten Public Health and the Environment*. Science overwhelmingly shows GHG concentrations at unprecedented levels due to human activity, December, <http://yosemite.epa.gov/opa/admpress.nsf/0/08D11A451131BCA585257685005BF252>. In 2007, the Supreme Court ruled that GHGs are pollutants under the Clean Air Act in *Massachusetts v. EPA*, 549 U.S. 497 (2007).

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TABLE 4.6-2 SUMMARY OF GHG EMISSIONS RISKS TO CALIFORNIA

Impact Category	Potential Risk
Public Health Impacts	Poor air quality made worse More severe heat
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: California Energy Commission, 2006, Our Changing Climate: Assessing the Risks to California, 2006 Biennial Report, California Climate Change Center, CEC-500-2006-077; California Energy Commission, 2009, The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California, CEC-500-2008-0077.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be considered to be in compliance with State requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025.

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EPA Regulation of Stationary Sources Under the Clean Air Act (Ongoing)

Pursuant to its authority under the CAA, the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to the President's 2013 Climate Action Plan, the EPA will be directed to also develop regulations for existing stationary sources.

State Regulations

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in Executive Order S-03-05, Assembly Bill 32 (AB 32), and Senate Bill 375 (SB 375).

Executive Order S-03-05

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the State:

- 2000 levels by 2010
- 1990 levels by 2020
- 80 percent below 1990 levels by 2050

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

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act. AB 32 was passed by the California State legislature on August 31, 2006, to place the State on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-03-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 MT of CO₂e per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the plan by 2012.

The 2008 Scoping Plan identified that GHG emissions in California are anticipated to be approximately 596 MMT CO₂e in 2020. In December 2007, CARB approved a 2020 emissions limit of 427 MMT CO₂e (471 million tons) for the State. The 2020 target requires a total emissions reduction of 169 MMT CO₂e, 28.5 percent from the projected emissions of the business-as-usual (BAU) scenario for the year 2020 (i.e., 28.5 percent of 596 MMT CO₂e).^{19,20}

¹⁹ California Air Resources Board (CARB), 2008. *Climate Change Scoping Plan: A Framework for Change*.

²⁰ CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate

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Since release of the 2008 Scoping Plan, CARB has updated the Statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and of measures not previously considered in the 2008 Scoping Plan baseline inventory. The updated forecast predicts emissions to be 545 MMT CO₂e by 2020. The revised BAU 2020 forecast shows that the State would have to reduce GHG emissions by 21.7 percent from BAU. The new inventory also identifies that if the updated 2020 forecast includes the reductions assumed from implementation of Pavley (26 MMT CO₂e of reductions) and the 33 percent RPS (12 MMT CO₂e of reductions) the forecast would be 507 MMT CO₂e in 2020, and then an estimated 80 MMT CO₂e of additional reductions are necessary to achieve the statewide emissions reduction of AB 32 by 2020, or 15.7 percent of the projected emissions compared to BAU in year 2020 (i.e., 15.7 percent of 507 MMT CO₂e).²¹

Key elements of CARB's GHG reduction plan that may be applicable to the Project include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance efficiency standards (adopted and cycle updates in progress);
- Achieving a mix of 33 percent for energy generation from renewable sources (anticipated by 2020);
- A California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011);
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted);
- Adopting and implementing measures pursuant to State laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS) (adopted 2009).
- Creating target fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation (in progress).

Table 4.6-3 shows the anticipated reductions from regulations and programs outlined in the 2008 Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 MMT CO₂e, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments play in the successful implementation of AB 32, CARB is recommending GHG reduction goals of 15 percent of 2014 levels by 2020 to ensure that municipal and community-wide emissions match the State's reduction target.²²

emissions for 2020 based on 2002–2004 emissions intensities. Under CARB's definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

²¹ California Air Resources Board (CARB), 2012. *Status of Scoping Plan Recommended Measures*, http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

²² The Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, but it does not rely on local GHG reduction targets established by local governments to meet the State's GHG reduction target of AB 32.

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TABLE 4.6-3 SCOPING PLAN GHG REDUCTION MEASURES AND REDUCTIONS TOWARD 2020 TARGET

Recommended Reduction Measures	Reductions Counted toward 2020 Target of 169 MMT CO ₂ e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets ^a	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
<i>Total Cap and Trade Program Reductions</i>	<i>146.7</i>	<i>87%</i>
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
<i>Total Uncapped Sources/Sectors Reductions</i>	<i>27.3</i>	<i>16%</i>
<i>Total Reductions Counted toward 2020 Target</i>	<i>174</i>	<i>100%</i>
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations ^b	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%
Methane Capture at Large Dairies	1	1%
<i>Total Other Recommended Measures – Not Counted toward 2020 Target</i>	<i>42.8</i>	<i>NA</i>

Notes: The percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMT CO₂e and the Scoping Plan identifies 174 MMT CO₂e of emissions reductions strategies. MMT CO₂e: million metric tons of CO₂e

a Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.

b According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 million metric tons of CO₂e (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.

Source: California Air Resources Board, 2008, Climate Change Scoping Plan: A Framework for Change.

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Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer Vehicle Miles Travelled (VMT).²³

2014 Update to the Scoping Plan

CARB recently completed a 5-year update to the 2008 Scoping Plan, as required by AB 32. The final Update to the Scoping Plan was released in May 2014, and CARB adopted it at the May 22, 2014 board hearing. The Update to the Scoping Plan defines CARB's climate change priorities for the next 5 years and lays the groundwork to reach post-2020 goals in Executive Orders S-03-05 and B-16-2012. The update includes the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants. The GHG target identified in the 2008 Scoping Plan is based on IPCC's GWPs identified in the Second and Third Assessment Reports (see Table 4.6-1). IPCC's Fourth and Fifth Assessment Reports identified more recent GWP values based on the latest available science. CARB recalculated the 1990 GHG emission levels with the updated GWPs in the Fourth Assessment Report, and the 427 MMT CO₂e 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 MMT CO₂e.²⁴

The update highlights California's progress in meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan. As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the Update to the Scoping Plan also addresses the State's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the State to adopt a mid-term target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by statewide goals.²⁵

According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit.²⁶

Senate Bill 375

In 2008, Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reduction targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intention is to reduce GHG emissions from light-duty trucks and automobiles (excluding emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations to local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to

²³ California Air Resources Board (CARB), 2008. *Climate Change Scoping Plan, a Framework for Change*.

²⁴ California Air Resources Board (CARB), 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework*, http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf, May 15, 2014.

²⁵ California Air Resources Board (CARB), 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework*, http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf, May 15, 2014.

²⁶ California Air Resources Board (CARB), 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework*, http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf, May 15, 2014.

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establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county San Francisco Bay Area region. MTC's targets are a 7 percent per capita reduction in GHG emissions from 2005 by 2020, and 15 percent per capita reduction from 2005 levels by 2035.²⁷

Plan Bay Area: Strategy for a Sustainable Region

Plan Bay Area is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). The Plan Bay Area was adopted jointly by ABAG and MTC July 18, 2013.²⁸ The SCS lays out a development scenario for the region, which when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. According to Plan Bay Area, the Plan meets a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth in the Bay Area by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs in the region.²⁹ The Project site is not within a PDA.³⁰

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavely I). Pavely I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent in 2016. California implements the Pavely I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.³¹

²⁷ California Air Resources Board (CARB), 2010. Staff Report, Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375, August.

²⁸ It should be noted that the Bay Area Citizens filed a lawsuit on MTC's and ABAG's adoption of *Plan Bay Area*.

²⁹ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area: Strategy for a Sustainable Region*, July 18.

³⁰ Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area*, <http://geocommons.com/maps/141979>.

³¹ See also the discussion on the update to the CAFE standards under *Federal Laws*, above. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under

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Executive Order S-01-07

On January 18, 2007, the State set a new low carbon fuel standard (LCFS) for transportation fuels sold within the State. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle" using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the State identified that CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies worked with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's State vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero-emission by 2015 and at least 25 percent by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions from the transportation sector 80 percent below 1990 levels.

Senate Bills 1078 and 107, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under Senate Bills 1078 (Sher) and 107 (Simitian). Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. CARB has now approved an even higher goal of 33 percent by 2020. In 2011, the State legislature adopted this higher standard in SBX1-2. Executive Order S-14-08 was signed in November 2008, which expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

California Building Code

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on July 1, 2014. Buildings that are constructed in accordance with

California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

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the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, CCR). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants.³² The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and have since been updated in 2013 and became effective January 1, 2014.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Local Regulations

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010.³³ Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generation. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City recently completed an update to their General Plan which incorporated these goals in March 2013.

Daly City Ordinances

The following ordinances consistent with the goals of Daly City's Green Vision were adopted by the City Council in order to protect the environment and health of the community:³⁴

³² The green building standards became mandatory in the 2010 edition of the code.

³³ City of Daly City, 2010. *Daly City's Green Vision, Climate Action Plan (CAP) for 2011-2020 and Beyond*. [http://www.dalycity.org/Assets/Departments/City+Manager/Daly+City+Green+Vision+\(Final\).pdf](http://www.dalycity.org/Assets/Departments/City+Manager/Daly+City+Green+Vision+(Final).pdf).

³⁴ City of Daly City, 2013, *Daly City's Green Vision Ordinances*, City Council, http://www.dalycity.org/City_Hall/Departments/city_manager/Daly_City_s_Green_Vision/Ordinances.htm.

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- *Green Building Standards Code (Municipal Code 15.22)*: The purpose of the ordinance is to adopt and incorporate the California Green Building Standards Code, 2013 edition, for the protection of the public health and safety of its inhabitants.
- *Reusable Bags, Adopted 2013 (Municipal Code 8.68)*: The purpose of the ordinance is to protect the local environment by reducing waste, conserving resources, and protecting the bay and ocean from plastic bag litter. As of January 1, 2015, the minimum charge of 10 cents per reusable bag will increase to 25 cents per bag. The ordinance applies to all retail stores in the City and all retailers may keep all revenue earned from bag sales.
- *Prohibition on Use of Polystyrene-Based Disposable Food Service Ware by Food Vendors, Adopted 2012 (Municipal Code 8.64)*: The ordinance will help protect the health and safety of the residents, wildlife and habitat in Daly City, while reducing the amount of waste sent to the landfill. The ordinance prohibiting food vendors, including restaurants, delis, cafes, markets, fast-food establishments, vendors at fairs, and food trucks, from dispensing prepared food in polystyrene containers labeled as No. 6.
- *Recycling and Diversion of Construction and Demolition, Adopted 2006 (Municipal Code 15.64)*: This ordinance requires that construction and demolition projects recycle or reuse 60 percent of the waste generated from the project. This ordinance is consistent with the requirements for construction and demolition debris diversion in CALGreen. Many of the construction materials, such as concrete, asphalt, asphalt singles, gypsum wallboard, wood and metals, can be reused or recycled, thus prolonging our supply of natural resources and potentially saving money in the process.

Daly City General Plan

The following applicable General Plan policies were created to reduce the potential impact of GHG emissions:³⁵

- Policy HE-23: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.
- Policy HE-24: Mandate the inclusion of green building techniques into most new construction.
- Policy HE-28: Promote alternative sources of energy in all homes.

4.6.1.2 EXISTING CONDITIONS

Existing Serramonte Shopping Center Emissions

The Project contains the existing Serramonte Shopping Center in the center of the approximately 80-acre site, as well as free-standing restaurant, commercial, and retail buildings on the perimeter. GHG emissions generated by existing land uses in the Serramonte Shopping Center were modeled with CalEEMod 2013.2.2, based on trip generation provided by Kittelson & Associates. GHG emissions are shown in Table 4.6-4.

³⁵ City of Daly City, 2013. *Daly City 2030 General Plan, Greenhouse Gases and Energy*, March 13.

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TABLE 4.6-4 GHG EMISSIONS GENERATED BY EXISTING LAND USES WITHIN THE SERRAMONTE SHOPPING CENTER

Category	GHG Emissions (MTCO ₂ e/Year)	
	Existing 2014	Percent of Total
Area	<1	<1
Energy	3,500	11
On-Road Mobile Sources	28,203	88
Waste	474	1
Water/Wastewater	32	<1
Total	32,209	100%

Note: Emissions may not total to 100 percent due to rounding.
Source: CalEEMod 2013.2.2. Based on year 2014 emission rates.

4.6.2 STANDARDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, the Project would result in a significant GHG emissions impact if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
2. Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

4.6.2.1 BAAQMD PROJECT-LEVEL SIGNIFICANCE CRITERIA

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, the BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts.

On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not determine whether the thresholds of significance were valid on their merits, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD complied with CEQA.

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Following the court's order, the BAAQMD released revised CEQA Air Quality Guidelines in May 2012 that included guidance on calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, and which set aside the significance thresholds. The BAAQMD recognizes that lead agencies may rely on the previously recommended Thresholds of Significance contained in its CEQA Guidelines adopted in 1999. The Alameda County Superior Court, in ordering BAAQMD to set aside the thresholds, did not address the merits of the science or evidence supporting the thresholds. The City finds, therefore, that despite the Superior Court's ruling, and in light of the subsequent case history discussed below, the science and reasoning contained in the BAAQMD 2011 CEQA Air Quality Guidelines provide the latest state-of-the-art guidance available. For that reason, substantial evidence supports continued use of the BAAQMD 2011 CEQA Air Quality Guidelines.

On August 13, 2013, the First District Court of Appeal reversed the trial court judgment and upheld the BAAQMD's CEQA Guidelines. In addition to the City's independent determination that use of the BAAQMD's CEQA Guidelines is supported by substantial evidence, they have been found to be valid guidelines for use in the CEQA environmental review process. On November 26, 2013, the California Supreme Court granted review on the issue of whether CEQA requires analysis of how existing environmental conditions affect a project (*California Building Industry Association v Bay Area Air Quality Management District*, Case No. A135335 and A136212).

In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance, or to rely on thresholds previously adopted or recommended by other public agencies or experts so long as they are supported by substantial evidence. Accordingly, the Daly City is using the BAAQMD's 2011 thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on GHG emissions.

Greenhouse Gas Emissions

In the absence of an applicable qualified GHG reduction strategy, BAAQMD has identified screening criteria and significance criteria for development projects that would be applicable to the Project. If a project exceeds the Guidelines' GHG screening-level sizes, the project would be required to conduct a full GHG analysis using the following BAAQMD's significance criteria:

- 1,100 MT of CO₂e per year; or
- 4.6 MT of CO₂e per service population (SP).

Land use development projects include residential, commercial, industrial, and public land use facilities. Direct sources of emissions may include on-site combustion of energy, such as natural gas used for heating and cooking, emissions from industrial processes (not applicable for most land use development projects), and fuel combustion from mobile sources. Indirect emissions are emissions produced off-site from energy production, water conveyance due to a project's energy use and water consumption, and non-biogenic emissions from waste disposal. Biogenic CO₂ emissions are not included in the quantification of a project's GHG emissions, because biogenic CO₂ is derived from living biomass (e.g., organic matter present in wood, paper, vegetable oils, animal fat, food, animal, and yard waste) as opposed to fossil fuels. Although GHG emissions from waste generation are included in the GHG inventory for the Project, the efficiency threshold of 4.6 MTCO₂e per service population identified above do not include the waste sector and therefore are not considered in the evaluation.

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BAAQMD does not have thresholds of significance for construction-related GHG emissions, but requires quantification and disclosure of construction-related GHG emissions.

4.6.3 IMPACT DISCUSSION

Methodology

GHG emissions from construction and operation of the Project were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Transportation emissions are based on trip generation provided by Kittelson & Associates. Construction emissions are based on the construction schedule provided by the City.

This section discusses the GHG emissions impacts of the Project. This discussion is organized by and responds to each of the potential impacts identified in the thresholds of significance.

GHG-1	Implementation of the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment.
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A project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG chapter measures a project's contribution to the cumulative environmental impact. Development under the Project would contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy), water use and wastewater generation, and solid waste generation. Construction emissions (total and amortized over a 30-year duration). The total and net increases in GHG emissions associated with the Project are shown in Table 4.6-5.

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from construction activities are one-time, short-term emissions and therefore, would not significantly contribute to long-term cumulative GHG emissions impacts of the Project. One-time, short-term emissions are converted to average annual emissions by amortizing them over the service life of a building. For buildings in general, it is reasonable to look at a 30-year timeframe as this is a typical interval before a new building requires the first major renovation.³⁶ As shown in Table 4.6-5, when amortized over an average 30-year project lifetime, average annual construction emissions from the Project would represent a nominal source of GHG emissions and would not exceed BAAQMD's *de minimus* bright line threshold of 1,100 MTCO₂e. Construction emissions are less than significant.

As shown in Table 4.6-5, the net increase GHG emissions generated by the operational phase of the Project would exceed BAAQMD's bright-line significance criteria of 1,100 MTCO₂e. Therefore, GHG emissions impacts are evaluated based BAAQMD's performance criteria, which measures project efficiency.

³⁶ International Energy Agency (IEA), 2008. Energy Efficiency Requirements in Building Codes, Energy Efficiency Policies for New Buildings.

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As identified in Table 4.6-5, the Project would generate 14.8 MTCO₂e/SP/yr and would exceed the BAAQMD performance criteria of 4.6 MTCO₂e/SP. The primary source of the increase in GHG emissions on-site is vehicle trips generated by employees and patrons of the Serramonte Shopping Center. BAAQMD's performance criteria do not take into account the number of shopping center customers, only employees, in its calculation of MTCO₂e/SP/yr. It should be noted that the GHG emission per SP (defined as employees only) would decrease compared to the current mall because the mall would capture additional trips as a result of offering additional services on-site. Despite the reduction in emissions per SP compared to the current shopping center operations, GHG emissions associated with the proposed Project would exceed BAAQMD performance criteria. Consequently, GHG emissions impacts of the Project are *significant*.

TABLE 4.6-5 SERRAMONTE SHOPPING CENTER EXPANSION GHG EMISSIONS FORECAST

Category	GHG Emissions (MTCO ₂ e/Year)			
	Existing 2014	Project Buildout 2022	Percent of Total	Change From Existing
Construction Emissions				
Total Construction Emissions	NA	1,896	NA	1,896
30-Year Amortized Construction	NA	63	NA	63
Operational Emissions				
Area	0	0	0	0
Energy	3,500	5,164	13	1,665
On-Road Mobile Sources	28,203	33,209	84	5,006
Waste	474	1,124	3	650
Water/Wastewater	32	52	0	20
Total	32,209	39,550	100%	7,340
Total without Waste ^a	31,735	38,425	—	6,691
Service Population (SP) ^b	1,606	2,591	—	985
MTCO ₂ e/SP	19.8	14.8	—	—
BAAQMD Efficiency Threshold	—	4.6 MTCO ₂ e/SP	—	—
Exceeds BAAQMD Target?	—	Yes	—	—

Note: Emissions may not total to 100 percent due to rounding. New buildings would be constructed to the 2013 Building & Energy Efficiency Standards (effective July 1, 2014).

a. BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included. If these emissions are included in the analysis for the Project, Project per capita emissions would be 15.3 MTCO₂e/SP/yr.

b. Service population (SP) is based on 1,606 employees (existing) and 2,591 employees (Project).

Source: CalEEMod 2013.2.

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Impact GHG-1: Implementation of the Project would directly or indirectly generate GHG emissions that may have a significant impact on the environment.

Mitigation Measure GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.

Significance After Mitigation: Significant and unavoidable. Mitigation Measures AIR-1A would require applicants for new development projects within Serramonte Shopping Center to designate spaces for electric vehicle charging in the commercial, hotel, and medical office developments in order to encourage motorists to take zero- or near-zero emission vehicles or alternative modes of transportation. Mitigation Measure AIR-1B would require employers to establish employee trip commute reduction program to promote alternative modes of transportation to the Project Site and reduce GHG emissions from mobile sources. Mitigation Measures AIR-1C would reduce building energy use. Table 4.6-6 identifies the net increase in GHG emissions associated with the mitigated Project.

The majority of GHG emissions are generated from vehicle trips traveling to and from the Serramonte Shopping Center. While the employee trip commute reduction program and bicycle parking would provide incentives to discourage single-occupant vehicle trips to the site, there are no additional measures available to mitigate the increase in GHG emissions generated by vehicles traveling to the project site. Consequently, GHG emissions would continue to exceed the BAAQMD significance thresholds and GHG-1 would remain *significant and unavoidable*.

GHG-2 Implementation of the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

The following plans have been adopted and are applicable for the Project:

CARB's Scoping Plan

In accordance with AB 32, CARB developed the Scoping Plan to outline the State's strategy to achieve 1990 level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions (i.e. GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32.³⁷ The revised BAU 2020 forecast shows that the state would have to reduce GHG emissions by 21.6 percent from BAU without implementation of the Pavley GHG emission standards for passenger vehicles and the 33 percent renewable portfolio standard (RPS) for electricity, or 15.7 percent from the adjusted baseline (i.e., with Pavley and 33 percent RPS).³⁸

Statewide strategies to reduce GHG emissions include the LCFS; California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the 2008 Building and Energy Efficiency Standards); California

³⁷ California Air Resources Board (CARB), 2008. *Climate Change Proposed Scoping Plan, a Framework for Change*.

³⁸ California Air Resources Board (CARB), 2012. *Status of Scoping Plan Recommended Measures*, http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

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TABLE 4.6-6 MITIGATED SERRAMONTE SHOPPING CENTER EXPANSION GHG EMISSIONS FORECAST

Category	GHG Emissions (MTCO ₂ e/Year)			
	Existing 2014	Project Buildout 2022	Percent of Total	Change from Existing
Construction Emissions				
Total Construction Emissions	NA	1,896	NA	1,896
30-Year Amortized Construction	NA	63	NA	63
Operational Emissions				
Area	0	0	0	0
Energy	3,500	5,047	14	1,548
On-Road Mobile Sources	28,203	31,092	83	2,889
Waste	474	1,124	3	650
Water/Wastewater	32	52	0	20
Total	32,209	37,316	100%	5,107
Total without Waste ^a	31,735	36,192	—	4,457
Service Population (SP) ^b	1,606	2,591	—	985
MTCO ₂ e/SP	19.8	14.0	—	—
BAAQMD Efficiency Threshold	—	4.6 MTCO ₂ e/SP	—	—
Exceeds BAAQMD Target?	—	Yes	—	—

Note: Emissions may not total to 100 percent due to rounding. Voluntary trip reduction program implemented to reduce Project mobile sources emissions. New buildings would be constructed to exceed the 2013 Building & Energy Efficiency Standards (effective July 1, 2014) by 15 percent.
a. BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included. If these emissions are included in the analysis for the Project, Project per capita emissions would be 14.4 MTCO₂e/SP/yr.
b. Service population (SP) is based on 1,606 employees (existing) and 2,591 employees (Project).
Source: CalEEMod 2013.2.

Renewable Energy Portfolio standard (33 percent RPS); changes in the corporate average fuel economy standards (i.e., Pavley I and Pavley II); and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction measures that are being implemented over the next 6 years would reduce the Project’s GHG emissions.

New non-residential construction for the Project would be subject to the current building and energy efficiency standards. The new buildings would be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. Therefore, impacts would be *less-than-significant*.

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MTC's Plan Bay Area

To achieve ABAG's/MTC's sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in PDAs. PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.

The Project site is not within a PDA identified in Plan Bay Area. However, the Project is an infill development project that would improve the existing facilities within the Shopping Center and increase non-residential land uses intensity at the Project site. Consequently, the Project is consistent with the overall goals of Plan Bay Area, which include concentrating new development in locations where there is existing infrastructure. Therefore, the Project would not conflict with land use concept plan in Plan Bay Area.

Daly City Green Vision

Daly City's Green Vision outlines goals for the City to reduce community and municipal GHG emissions. The measures identified in the City's Green Vision represent the City's actions to achieve the GHG reduction targets of AB 32 and the goals of Executive Order S-03-05. The Project would comply with the Green Building Standards (Municipal Code 15.22), Reusable Bags (municipal code 8.68), and Prohibition on Use of Polystyrene-based Disposable Food Service Ware (Municipal Code 8.64), and would not interfere with the City's ability to implement the goals in the Green Vision. As identified above, new buildings on-site would be constructed to achieve the latest California Building and Energy Efficiency Standards and CALGreen resulting in higher energy efficiency buildings than currently on-site. Therefore, the Project would not conflict with the goals of the Green Vision.

Conclusion

Implementation of the Project policies as well as compliance with applicable State standards listed and described above would ensure consistency with State and regional GHG reduction planning efforts. The Proposed Project would not hinder implementation of the goals of the City's Green Vision; therefore, this impact would be *less than significant*.

Applicable Regulations:

- California Global Warming Solutions Act (AB 32)
- Sustainable Communities and Climate Protection Act (SB 375)
- Greenhouse Gas Emission Reduction Targets (Executive Order S-03-05)
- Clean Car Standards – Pavely (AB 1493)
- Renewable Portfolio Standards (SB 1078)
- California Integrated Waste Management Act of 1989 (AB 939)
- California Mandatory Commercial Recycling Law (AB 341)
- California Advanced Clean Cars CARB/ Low-Emission Vehicle Program – LEV III (Title 13 CCR)
- Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction Measure (Title 17 CCR)
- Low Carbon Fuel Standard (Title 17 CCR)

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- California Water Conservation in Landscaping Act of 2006 (AB 1881)
- California Water Conservation Act of 2009 (SBX7-7)
- Statewide Retail Provider Emissions Performance Standards (SB 1368).
- Airborne Toxics Control Measure to Limit School Bus Idling and Idling at Schools (13 CCR 2480)
- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- Building Energy Efficiency Standards (Title 24, Part 6)
- California Green Building Code (Title 24, Part 11)
- Appliance Energy Efficiency Standards (Title 20)

Significance Before Mitigation: Less than significant.

4.6.4 CUMULATIVE IMPACT DISCUSSION

GHG-3 **Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to GHG emissions.**

As described above, GHG emissions related to the Project are not confined to a particular air basin but are dispersed worldwide. Therefore, the analysis of impacts in Section 4.6.3, Impact Discussion, above, also addresses the Project as a contributor to cumulative impacts. As identified in Impact GHG-1, Table 4.6-5 shows that the Project would exceed BAAQMD's efficiency metric. Consequently, GHG emissions impacts of the Project are cumulative considerable, and therefore *significant*.

IMPACT GHG-3: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to GHG emissions.

Mitigation Measures GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.

Significance After Mitigation: Significant and unavoidable. Mitigation Measures AIR-1A would require applicants for new development projects within Serramonte Shopping Center to designate spaces for electric vehicle charging in the commercial, hotel, and medical office developments in order to encourage motorists to take zero- or near-zero emission vehicles or alternative modes of transportation. Mitigation Measure AIR-1B would require employers to establish employee trip commute reduction program to promote alternative modes of transportation to the Project Site and reduce GHG emissions from mobile sources. Mitigation Measures AIR-1C would reduce building energy use.

Although GHG emissions of the mitigated Project are reduced with implementation of Mitigation Measures AIR-1A through AIR-1C, as depicted in Table 4.6-6, the majority of emissions are generated from vehicle trips traveling to and from the Serramonte Shopping Center. While the employee trip commute reduction program and bicycle parking

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would provide incentives to discourage single-occupant vehicle trips to the site, there are no additional measures available to mitigate the increase in GHG emissions generated by vehicles traveling to the project site. Consequently, GHG emissions would continue to exceed the BAAQMD significance thresholds and GHG-1 would remain *significant and unavoidable*.

HAZARDS AND HAZARDOUS MATERIALS

4.7 HAZARDS AND HAZARDOUS MATERIALS

This chapter describes the regulatory framework and existing conditions related to hazards and hazardous materials within the Project site, and the potential impacts resulting from development of the Project.

4.7.1 ENVIRONMENTAL SETTING

4.7.1.1 REGULATORY FRAMEWORK

Hazardous materials refer generally to hazardous substances, hazardous waste, and other materials that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products, etc.). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term “hazardous materials” as used in this section includes all materials defined in the California Health and Safety Code (H&SC):

“A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. ‘Hazardous materials’ include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.”

The term includes chemicals regulated by the United States Department of Transportation (USDOT), the United States Environmental Protection Agency (EPA), the California Department of Toxic Substances Control (DTSC), the California Governor’s Office of Emergency Services (CalOES), and other agencies as hazardous materials, wastes, or substances. “Hazardous waste” is any hazardous material that has been discarded, except those materials specifically excluded by regulation. Hazardous materials that have been intentionally disposed of or inadvertently released fall within the definition of “discarded” materials and can result in the creation of hazardous waste. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and State hazardous waste definitions are similar, but contain enough distinctions that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and State non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public health and the environment. Some materials are designated “acutely” or “extremely” hazardous under relevant statutes and regulations.

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Hazardous materials and wastes can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent these unwanted consequences. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal Agencies and Regulations

United States Environmental Protection Agency

The EPA laws and regulations ensure the safe production, handling, disposal, and transportation of hazardous materials. Laws and regulations established by the EPA are enforced in San Mateo County by the California Environmental Protection Agency (CalEPA).

United States Department of Transportation

The USDOT has the regulatory responsibility for the safe transportation of hazardous materials between states and to foreign countries. The USDOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service regulations. The federal RCRA of 1976 imposes additional standards for the transport of hazardous wastes.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) oversees the administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets (MSDS) from materials manufacturers. The MSDS describe the risks, as well as proper handling and procedures, related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

State Agencies and Regulations

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations, Title 19, Section 2729, set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on-site. A business which uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.

HAZARDS AND HAZARDOUS MATERIALS

California Environmental Protection Agency

One of the primary agencies that regulate hazardous materials is the CalEPA. The State, through CalEPA, is authorized by the EPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and Safety Code.¹ The DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs). The DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the responsible state-level agency for ensuring workplace safety. The CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from contaminated sites or buildings.

California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The CBC is based on the 1997 Uniform Building Code, but has been modified for California conditions. The CBC is updated every 3 years, and the current CBC went into effect in January 2014. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC typical fire safety requirements of the CBC included; the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Emergency Management Agency

The California Emergency Management Agency (CalEMA) was established as part of the Governor's Office on January 1, 2009 – created by Assembly Bill (AB) 38 (Nava), which merged the duties, powers, purposes, and responsibilities of the former Governor's Office of Emergency Services with those of the Governor's Office of Homeland Security. The CalEMA is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for assuring the State's readiness to respond to and recover from all hazards – natural, manmade, emergencies, and disasters – and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

¹ Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) and the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.

HAZARDS AND HAZARDOUS MATERIALS

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California.² CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat. Additionally, the CAL FIRE produced the 2010 Strategic Fire Plan for California, which contains goals, objectives, and policies to prepare for and mitigate for the effects of fire on California's natural and built environments.³

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9 of that Title. Updated every 3 years, the CFC includes provisions and standards for emergency planning and preparedness, fire service features, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution. Similar to the CBC, the CFC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions.

California Department of Transportation and California Highway Patrol

Two State agencies have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies: the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on those highway and freeway lanes and intercity rail services.

The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Common carriers are licensed by the CHP, pursuant to the California Vehicle Code, Section 32000. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

² CalFIRE, http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_development.php, accessed on December 2, 2014.

³ CalFIRE, *2010 Strategic Fire Plan for California*, <http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf668.pdf>, accessed on December 2, 2014.

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Federal and State Hazardous Materials-Specific Programs and Regulations

Asbestos-Containing Materials Regulations

Asbestos-containing materials (ACM) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. ACM is generally defined as either friable or non-friable. Friable ACM is defined as any material containing more than one percent asbestos. Friable ACM is more likely to produce airborne fibers than non-friable ACM, and can be crumpled, pulverized, or reduced to powder by hand pressure. Non-friable ACM is defined as any material containing one percent or less asbestos. Non-friable ACM cannot be crumpled, pulverized, or reduced to powder by hand pressure. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure occurs when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. Inhalation of asbestos airborne fibers can lead to various health problems, the most serious of which includes lung disease.

State-level agencies, in conjunction with the EPA and OSHA, regulate removal, abatement, and transport procedures for ACMs. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos.

Lead-based Paint

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

Polychlorinated Biphenyls

The EPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (TSCA), 15 United States Code Section 2601 et seq. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

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CalOSHA's Lead in Construction Standard is contained in Title 8, Section 1532.1 of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Regional Agencies and Regulations

San Francisco Bay Regional Water Quality Control Board

The Porter-Cologne Water Quality Act⁴ established the State Water Resources Control Board (SWRCB) and divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB). The San Francisco Bay Region (Region 2) is the Regional Water Quality Control Board (San Francisco Bay RWQCB), which regulates water quality in the Project area. The San Francisco Bay RWQCB has the authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened, and to require remediation actions, if necessary.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products (which are the responsibility of CalEPA and California Air Resources Board [CARB]). The BAAQMD is responsible for preparing attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and the issuance of permits for activities including demolition and renovation activities affecting asbestos containing materials (District Regulation 11, Rule 2) and lead (District Regulation 11, Rule 1).

Daly City adopted the Association of Bay Area Governments (ABAG) Multi-Jurisdictional Hazard Mitigation Plan, updated in 2010. The plan identifies measures to reduce the impacts of natural and manmade hazards and to facilitate the recovery and repair of structures if damage if damage should occur from hazardous events. Adoption of the plan ensures that Daly City is eligible for certain federal and State funds for disaster recovery in case of such an event.

San Mateo County Health System

The San Mateo County Health System hazardous materials Program is the local Certified Unified Program Agency (CUPA). A local CUPA is responsible for administering/overseeing compliance with the following programs, as required by state and federal regulations:

- Hazardous Materials Release Response Plans and Inventories (Area Plans)
- California Accidental Release Prevention (CalARP) Program
- Underground Storage Tank Program (UST)

⁴ California Water Code Sections 13000 et seq.

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- Aboveground Petroleum Storage Act Requirements for Spill Prevention, Control and Countermeasure (SPCC) Plans (AST)
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs
- California Fire Code: Hazardous Material Management Plans and Hazardous Material Inventory Statements

Businesses, such as photographic, chrome plating or service stations, which generate small amount of hazardous waste or require underground storage of hazardous materials, require a permit from the department.

San Mateo County Sheriff's Office of Emergency Services and Homeland Security

The Emergency Management Program is a county-wide system that provides emergency management actions for the prevention of, preparedness for, response to, and recovery from, any emergency or disaster. The system encompasses all jurisdiction organizations, agencies, departments, entities, and individuals responsible for emergency management activities. The program provides a common framework for which a variety of agencies may work together effectively. Additionally, the program provides standardized and coordinated emergency management procedures.

Under the Emergency Management Program, the Office of Emergency Services has initiated the process of updating the 2007 County Emergency Operations Plan (EOP). The primary focus of the revision process has been the departure from an all-encompassing "EOP" concept, which describes emergency management phases in brief – to the adoption of separate plans, which provide detailed actions and procedures. This will provide a more comprehensive Emergency Management Program.

The EOP describes and identifies the agencies, jurisdictions, and actions during a response to an emergency, the role of the Emergency Operations Center (EOC), and the coordination that occurs between the EOC and City/Town departments and agencies. Forthcoming annexes and appendices to this plan will describe in more detail response actions and hazards specific to the jurisdiction. While these are in development, existing departmental plans and hazard specific annexes remain in effect.

North County Fire Authority

Daly City is served by the North County Fire Authority (NCFA), which is a joint powers authority established in 2003 also serving the communities of Brisbane and Pacifica. It is a full service organization, providing fire and emergency response to over 185,000 residents over 60 square miles in San Mateo County.

Local Agencies and Regulations

City of Daly City 2030 General Plan

The City of Daly City's General Plan was adopted by the Daly City, City Council in March 2013. Environmental hazards in the City are addressed in the Safety Element, including natural hazards, man-made hazards, and hazard control and

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emergency response. The Safety Element also establishes goals, policies, and programs, which are listed in Table 4.7-1, intended to reduce identified hazards to acceptable levels.

City of Daly Municipal Code

Chapter 8.5 Hazardous Materials and Chapter 8.14 Recyclables Materials of the Daly City Municipal Code define the City's policies regarding recycling and solid and hazardous waste disposal and recycling.

4.7.1.2 EXISTING CONDITIONS

This section describes existing conditions related to hazardous materials, airport hazards, and wildlife fires within the Project site.

Hazardous Materials Sites

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. The California Environmental Quality Act (CEQA) (California Public Resources Code Section 21092.6) require the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether the project and any alternatives are identified on any of the following lists:

- **EPA NPL:** The EPA's National Priorities List includes all sites under the USEPA's Superfund program, which was established to fund cleanup of contaminated sites that pose risk to human health and the environment.
- **EPA CERCLIS and Archived Sites:** The EPA's Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned (NFRAP) status.
- **EPA RCRIS (RCRA Info):** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List:** The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database (CalSites).
- **DTSC HazNet:** The DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS:** This stands for the Leaking Underground Storage Tank Information System (LUST or LUSTIS) and the SWRCB maintains an inventory of USTs and leaking USTs, which tracks unauthorized releases.

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TABLE 4.7-1 POLICIES OF THE DALY CITY 2030 GENERAL PLAN RELATING TO HAZARDOUS MATERIALS AND EMERGENCY OPERATIONS

Policy Number	Policy
Hazardous Materials	
Policy SE-4.1	Support efforts to locate, regulate, and maintain information regarding hazardous materials located or transported within the City.
Policy SE-4.2	Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation of such material in Daly City.
Policy SE-4.3	Promote on-site treatment of hazardous wastes by waste generators to minimize the use of hazardous materials and the transfer of waste for off-site treatment.
Policy SE-4.4	Promote measures aimed at significantly decreasing solid waste generation including community recycling. Require recycled materials storage and collection areas in accordance with requirements of the Recycling Ordinance.
Policy SE-4.5	Promote public awareness of safe and effective hazardous waste use, storage, and disposal; utilize the media sources to inform residents.
Policy SE-4.6	Require the preparation of a risk assessment to determine site suitability for applications for hazardous waste management facilities. Establish the distance requirements for these facilities from public assembly, residential or immobile population and recreation areas and structures. Assess impacts from seismic, geologic, and flood hazards, impacts on wetlands, endangered species, air quality and emergency response capabilities; and proximity to major transport routes.
Emergency Operations	
Policy SE-5.4	Utilize emergency evacuation routes as determined by the Police Department. The evacuation routes will follow the major roadways as set forth in the Circulation Element.
Policy SE-5.5	Promote awareness of the City's emergency operations procedure; utilize media sources to inform residents.
Policy SE-5.6	Improve inter-jurisdictional, interagency cooperation with other public and private agencies for safety in future land use planning, hazard prevention and emergency response.
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.

The required lists of hazardous material release sites are commonly referred to as the “Cortese List” after the legislator who authorized the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including DTSC’s online EnviroStor⁵ database and the SWRCB’s online GeoTracker database.⁶ These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency’s jurisdiction.

⁵ DTSC Envirostor, <http://www.envirostor.dtsc.ca.gov/public/>.

⁶ SWRCB GeoTracker, <http://www.geotracker.waterboards.ca.gov/>.

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A search of the online databases on December 2, 2014, revealed no listings within the Project site. The search did, however, reveal four LUST listings adjacent to (UNOCAL Station #5323 at 137 Serramonte Boulevard) or in close proximity to (Olympian Serramonte GoodYear at 501 Serramonte Boulevard, Shell Service Station at 4698 Callan Boulevard, and Breuners at 301 Gellert Boulevard) the Project site. All four listings are identified in databases as “Completed-Case Closed,” indicating the LUST site has been sufficiently investigated and remediated and does not pose a significant hazard to the public or the environment.

Existing or Proposed Schools

The nearest public school to the Project site is Daniel Webster Elementary School located at 425 El Dorado Drive, roughly 1,000 feet to the northwest beyond Cabrillo Highway. All other public schools are located more than ¼-mile distant from the Project site.

Airport Hazards

The nearest public airport to the Project site is San Francisco International Airport, which is located over 4 miles to the southeast. There are no private airstrips located within 2 miles of the Project site. However, the Project site is within the boundaries of the airport influence area and would be subject to a determination of consistency from the Airport Land Use Commission to ensure the project is compatible with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, July 2012,

Wildland Fire Hazard

There are no wildlands located within the City. CAL FIRE evaluates fire hazard severity risks according to areas of responsibility (i.e. federal, state, and local). According to CAL FIRE,⁷ there are no very high fire hazard severity zones (VHFHSZ) within the Local Responsibility Area on or near proximity to the Project site. Likewise, there are no moderate, high, and very high fire hazard severity zones in the State Responsibility Areas in the vicinity of the Project site.⁸

4.7.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, these are not discussed in this chapter.

- Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport it results in a safety hazard for people residing or working in the project area.

⁷ California Department of Forestry and Fire Protection, 2008. San Mateo County Very High Fire Hazard Severity in LRA map, accessed on December 2, 2014.

⁸ California Department of Forestry and Fire Protection, 2007. *Fire Hazards and Severity Zones in State Responsibility Areas*, http://frap.cdf.ca.gov/webdata/maps/sanmatero/fhszs_map.43.pdf, accessed on December 2, 2014.

HAZARDS AND HAZARDOUS MATERIALS

- Be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area.

Based on the Initial Study it was determined that the Project could result in a significant impacts regarding hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
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.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.
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, create a significant hazard to the public or the environment.
5. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
6. 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.

4.7.3 IMPACT DISCUSSION

HAZ-1 The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

The Project site may contain ACM, LBP, PCBs, or other potentially hazardous building materials (e.g., mercury, commercial wastes) that may be encountered during demolition and renovation of existing structures on the Project site. Additionally, during the operational phase of the Project, common cleaning substances, building maintenance products, paints and solvents, and similar items would be stored, and used, in the buildings on-site. These potentially hazardous materials, however, would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment.

The transportation of chemicals and hazardous materials is governed by the US DOT, which stipulates the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, OSHA oversee the administration of the Occupational Safety and Health Act, which requires: specific training for hazardous materials handlers; provision of information to employees who may be exposed to hazardous materials; and acquisition of MSDS from materials manufacturers. MSDS describe the risks, as well as proper handling and procedures, related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

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Removal of on-site hazardous materials (if present) by contractors licensed to remove and handle these materials in accordance with existing regulations as, described in Section 4.7.1.1, would ensure that risks associated with the transport, storage, use, and disposal of such materials would be reduced to the maximum extent practical. Compliance with these regulations would result in a *less than significant* impact.

Applicable Regulations:

- DOT Hazardous Materials Transport Act-Code of Federal Regulations (CFR) 49
- EPA Resource Conservation and Recovery Act (RCRA)
- EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- CAL/OSHA
- California Health and Safety Code (Chapters 6.95 and 19)
- California Code of Regulations (section 2729)
- California Building Code
- San Mateo County Health System – CUPA Program
- City of Daly Municipal Code (Chapter 8.14)

Significance Before Mitigation: Less than significant.

HAZ-2 The Project would not 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.

Operation of the Project would involve the storage and use of common cleaning substances, building maintenance products, paints, and solvents. These potentially hazardous substances would not be of a type or occur in sufficient quantities on site to pose a significant hazard to public health and safety or the environment. The storage and use of these materials would be subject to existing federal, State, and local regulations, such as the following:

- EPA laws and regulations ensure the safe production, handling, disposal, and transportation of hazardous materials. Laws and regulations established by the EPA are enforced locally by Cal-EPA.
- As described above, OSHA oversees training for hazardous materials handlers and the provision of information to employees who may be exposed to hazardous materials.
- California Health and Safety Code Chapter 6.95 and 19 California Code of Regulations Section 2729 set out the minimum requirements for business emergency plans. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on site. A business that uses hazardous materials or a mixture containing hazardous materials must establish and implement a business plan if the hazardous material is handled in certain quantities.
- Cal OSHA is the responsible State-level agency for ensuring workplace safety. Cal OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices.

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- CalEMA is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for assuring the State's readiness to respond to and recover from all hazards and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.
- The San Mateo County Environmental Health Department (SMEHD) is the DTSC Certified Unified Program Agency (CUPA) charged with implementing and enforcing State and local policies relating to hazardous materials in San Mateo County. This includes administration of the Hazardous Materials Business Plan Program and California Accidental Release Program.

Compliance with these regulations would ensure that the risk of accidents and spills are minimized to the maximum extent practicable. Consequently, overall, associated impacts would be *less than significant*.

Applicable Regulations:

- DOT Hazardous Materials Transport Act-Code of Federal Regulations (CFR) 49
- EPA Resource Conservation and Recovery Act (RCRA)
- EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- CAL/OSHA
- California Health and Safety Code (Chapters 6.95 and 19)
- California Code of Regulations (Section 2729)
- California Building Code
- San Mateo County Health System – CUPA Program
- City of Daly Municipal Code (Chapter 8.14)
- CAL/EPA (State's Environmental Protection Laws)
- DTSC (2011-2016 Strategic Plan)
- RWQCB (Potter-Cologne Water Quality Control Act)

Significance Before Mitigation: Less than significant.

HAZ-3 The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.

The closest school, Daniel Webster Elementary, is located 0.2-mile northwest from the Project site at 425 El Dorado Drive. However, as described above, the Project would not involve the storage, handling, or disposal of hazardous materials that would pose a significant risk to the public. Therefore, there would be *less-than-significant* impact related to hazardous emissions or hazardous materials handling as a result of the Project within ¼-mile of a school.

Applicable Regulations:

- DOT Hazardous Materials Transport Act-Code of Federal Regulations (CFR) 49
- EPA Resource Conservation and Recovery Act (RCRA)
- EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- CAL/OSHA

HAZARDS AND HAZARDOUS MATERIALS

- California Health and Safety Code (Chapters 6.95 and 19)
- California Code of Regulations (Section 2729)
- California Building Code
- San Mateo County Health System – CUPA Program
- City of Daly Municipal Code (Chapter 8.14)
- CAL/EPA (State’s Environmental Protection Laws)
- DTSC (2011-2016 Strategic Plan)
- RWQCB (Porter-Cologne Water Quality Control Act)
- DTSC (School Property Evaluation and Cleanup Program)
- California Department of Education (School Facility)

Significance Before Mitigation: Less than significant.

HAZ-4 The Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

According to the DTSC’s EnviroStor database, the Project site contains a LUST Cleanup Site.⁹ The status of the case is listed in the database as “Completed – Closed.” Therefore, the Project site has been remediated and the LUST site does not pose a significant hazard to the public or the environment and the impact is *less than significant*.

Applicable Regulations:

- California Government Code Section 65962.5

Significance Before Mitigation: Less than significant.

HAZ-5 The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The City of Daly City has adopted ABAG’s Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) Taming Natural Disasters, along with a local annex to the plan, as its LHMP. ABAG’s Multi-Jurisdiction LHMP addresses nine hazards affecting the Bay Area: earthquake faulting, earthquake shaking, earthquake-induced and weather-related landslides, liquefaction, tsunamis, flooding, wildfires, and drought. The City of Daly City’s annex contains additional mitigation measures specific to Daly City that serve to ensure adequate emergency response planning as new development, such as the Project, occurs in the city. These measures require new development to:

- Comply with all building and fire codes as well as other regulations when constructing or significantly re-modeling infrastructure facilities.
- Conduct periodic fire-safety inspections of all privately owned commercial and industrial buildings.

⁹ Department of Toxic Substances Control (DTSC), EnviroStor database, <http://www.envirostor.dtsc.ca.gov/public/Default.asp>, accessed on January 27, 2014.

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- Maintain and update as necessary the local government's Standardized Emergency Management System (SEMS) Plan and the National Incident Management System (NIMS) Plan, and submit an appropriate NIMS Compliance Assistance Support Tool (NIMCAST) report.
- Install alert and warning systems for rapid evacuation or shelter-in-place.
- Conduct periodic test of the alerting and warning system.

The Project would be subject to the City's emergency planning and response procedures, including the measures listed above, as well as standard plan review and building inspection procedures conducted by the NCFE. The Project does not include any features that would impair the implementation of these procedures and plans. Therefore, the impact is *less than significant*.

Applicable Regulations:

- DOT Hazardous Materials Transport Act-Code of Federal Regulations (CFR) 49
- EPA Resource Conservation and Recovery Act (RCRA)
- EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- CAL/OSHA
- California Health and Safety Code (Chapters 6.95 and 19)
- California Code of Regulations (Section 2729)
- California Building Code
- San Mateo County Health System – CUPA Program
- City of Daly Municipal Code (Chapter 8.14)
- CAL/EPA (State's Environmental Protection Laws)
- DTSC (2011-2016 Strategic Plan)
- RWQCB (Potter-Cologne Water Quality Control Act)
- Cal EMA (Strategic Plan 2010-2015)
- City of Daly Emergency Operations Plan

Significance Before Mitigation: Less than significant.

HAZ-6 The Project would not expose people or structures to a significant loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

According to the CAL FIRE, the Project site is not located within a fire hazard severity zone.¹⁰ Therefore, the risk of wildland fire is considered to be low and the impact would be *less than significant*.

¹⁰ California Department of Forestry and Fire Protection, 2008. Very High Hazard Severity Zones in LRA, http://frap.fire.ca.gov/webdata/maps/san_mateo/fhszl_map.41.pdf, accessed on January 27, 2014.

HAZARDS AND HAZARDOUS MATERIALS

Applicable Regulations:

- CAL FIRE
- California Fire Code

Significance Before Mitigation: Less than significant.

4.7.4 CUMULATIVE IMPACTS

HAZ-7 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hazards and hazardous materials.

With respect to hazardous materials in the environment, effects are generally limited to site-specific conditions due to the fact that exposure typically is dependent on proximity to the source of the hazardous material. An exception to this precept would be contaminant groundwater plumes resulting from multiple sources and underlying larger areas. However, based on research in preparing Section 4.7.1.2, Hazardous Materials Sites, there are no known groundwater contaminant plumes beneath or in near proximity to the Project site. The geographic scope for cumulative impacts associated with hazards and hazardous materials, therefore, encompasses the Project site and immediate vicinity.

As listed in Table 4-1 in Chapter 4, Environmental Analysis, of this Draft EIR, there are four major developments in the process of being constructed, which consist of a mixed-use development, office and retail, renovations to a regional shopping center, and condominiums. Although there are other projects in Daly City, they are generally located approximately 2 to 4 miles north of the Project site. Assuming the other projects comply with General Plan policies and other applicable local land use regulations, it is unlikely the Project would contribute to a significant cumulative impact.

As discussed previously, development of the Project would not result in significant impacts from the increased use of hazardous household materials and would not increase exposure to potential hazards associated with wildland fires. The Project would not interfere with implementation of emergency response plans. In addition, potential project-level impacts associated with hazards and hazardous materials would be further reduced through compliance with General Plan policies and strategies, other local, regional, State, and federal regulations. Consequently, construction of the Project in combination with past, present, and reasonably foreseeable projects in the near vicinity would result in a *less-than-significant* cumulative impact.

Applicable Regulations:

- DOT Hazardous Materials Transport Act-Code of Federal Regulations (CFR) 49
- EPA Resource Conservation and Recovery Act (RCRA)
- EPA Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)
- CAL/OSHA
- California Health and Safety Code (Chapters 6.95 and 19)
- California Code of Regulations (Section 2729)
- California Building Code

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- San Mateo County Health System – CUPA Program
- City of Daly Municipal Code (Chapter 8.14)
- CAL/EPA (State’s Environmental Protection Laws)
- DTSC (2011-2016 Strategic Plan)
- RWQCB (Potter-Cologne Water Quality Control Act)
- Cal EMA (Strategic Plan 2010-2015)
- City of Daly Emergency Operations Plan
- CAL FIRE
- California Fire Code

Significance Before Mitigation: Less than significant.

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HYDROLOGY AND WATER QUALITY

4.8 HYDROLOGY AND WATER QUALITY

This chapter discusses the existing hydrology and water quality of the Project site and its surroundings, and evaluates the potential impacts to hydrology and water quality associated with development of the Project. A Water Supply Assessment (WSA) is included in Appendix G of this Draft EIR.

4.8.1 ENVIRONMENTAL SETTING

4.8.1.1 REGULATORY FRAMEWORK

Federal Regulations

Clean Water Act

The Federal Water Pollution Control Act, also known as the Clean Water Act (CWA), is the primary statute governing water quality. The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges. The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as the dredging and filling of wetlands. The following CWA sections assist in ensuring water quality for the waters of the US:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction.
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies, and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards.
- CWA Section 404 authorizes the US Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the US, including wetlands.

In California, the EPA has designated the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) with the authority to identify beneficial uses and adopt applicable water quality objectives.

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National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring and other activities.

Under the NPDES Program, all facilities which discharge pollutants into waters of the US are required to obtain an NPDES permit. Requirements for storm water discharges are also regulated under this program. In California, the NPDES permit program is administered by the SWRCB through the nine RWQCBs. The City of Daly City lies within the jurisdiction of San Francisco RWQCB (Region 2) and is subject to the waste discharge requirements of the Municipal Regional Stormwater Permit, known as the MRP. This was established by Order No. R2-2009-0074 and NPDES Permit No. CAS612008, as amended by Order No. R2-2011-0083 in 2011. The San Mateo County permittees include San Mateo County, the San Mateo County Flood Control District, 15 cities, and 5 towns, including Daly City. The current Municipal Regional Stormwater Permit (MRP) will expire at the end of 2014 and a new permit is due to be reissued in 2015.

Under Provision C.3 of the MRP, the co-permittees use their planning authorities to include appropriate source control, site design, and stormwater treatment measures in development and redevelopment projects. Development or redevelopment projects that create and/or replace 5,000 or 10,000 square feet or more of impervious surface (depending on the project type) to implement low impact development (LID) techniques. The City of Daly City requires as a standard of condition for applicants to submit to the City a stormwater management plan (SWMP) that shows full compliance with the MRP.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the SWRCB has ultimate control over State water rights and water quality policy. The State is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

State Water Resources Control Board (SWRCB) and San Francisco Bay Regional Water Quality Control Board

In California, the SWRCB has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA. Other State agencies with jurisdiction over water quality regulation in California include the California

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Department of Health Services (DHS) for drinking water regulations, the California Department of Pesticide Regulation, the California Department of Fish and Game (DFG), and the Office of Environmental Health and Hazard Assessment (OEHHA).

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. The regional boards are required to formulate and adopt water quality control plans for all areas in the region and establish water quality objectives in the plans. The Project site and City of San Mateo is within the jurisdiction of the San Francisco Bay RWQCB (Region 2), which regulates surface water and groundwater quality in San Francisco Bay. The RWQCB's jurisdiction includes all of the San Francisco Bay segments extending to the mouth of the Sacramento-San Joaquin Delta.

The RWQCB addresses regionwide water quality issues through the creation and triennial update of the San Francisco Bay Basin Water Quality Control (Basin Plan). The Basin Plan was adopted in 1995 and amended most recently in July 2013. This Basin Plan designates beneficial uses, establishes water quality objectives, and provides implementation programs and policies to achieve those objectives.

SWRCB Construction General Permit

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the SWRCB Construction General Permit (CGP) (2009-0009-DWQ) as amended by Order No. 2010-0014-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB prior to the start of construction. The PRDs include a Notice of Intent (NOI), risk assessment, site map, Storm Water Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are now submitted electronically to the SWRCB via the Storm Water Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable BMPs and prepare a SWPPP, containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the Project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Some sites also require implementation of a Rain Event Action Plan (REAP). The updated CGP (2010-0014-DWQ), effective on September 2, 2012 also requires applicants to comply with post-construction runoff reduction requirements.

State Updated Model Water Efficient Landscape Ordinance (Assembly Bill 1881)

The updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Water Efficient Landscape Ordinance (MWELO). The City of Daly City has adopted the Water Conservation in Landscaping Ordinance and revised the Daly City Municipal Code (Chapter 17.41) to meet this requirement.

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Local Regulations

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) is a partnership of the City/County Association of Governments, 20 incorporated cities within the county, and the County of San Mateo, which share a common NPDES permit. This partnership also relies on each of the municipalities to implement local stormwater pollution prevention and control activities for its own local storm drain systems. The SMCWPPP's Stormwater Management Plan (SWMP) outlines priorities, key elements, strategies, and evaluation methods to implement the SMCWPPP. The comprehensive program includes pollution reduction activities for construction sites, industrial sites, illegal discharges and illicit connections, new development, and municipal operations. The SWMP also includes a public education effort, target pollutant reduction strategies, and watershed assessment and monitoring. The SWMP, in conjunction with NPDES permit adopted by the Water Board, is designed to enable SMCWPPP to meet the requirements of the CWA. In addition to obtaining coverage under the State NPDES General Permit for construction activities, the Project would also be subject to coverage under the MRP, applicable to post-construction operations.

San Mateo County Flood Control District

The San Mateo County Flood Control District (SMCFCD) is a Countywide Special District, created by State legislation, to provide a mechanism to finance flood control projects. The legislation requires that a flood control zone be formed over an entire watershed and a proposed funding source be determined before a flood control project is undertaken. The City of Daly City and the Project site are within the Colma Creek Flood Control Zone, which was created in 1964 to construct flood control facilities in Colma Creek to alleviate flooding in the Colma Creek Watershed. Several channel improvements, bridge replacements, and culvert improvements have been implemented within Daly City as part of this Project. The SMCFCD is responsible for creeks, storm drain channels, walls, and levees that it owns and maintains within Daly City. Any proposed work involving the facilities that SMCFCD owns and maintains would require obtaining an encroachment permit.

Daly City General Plan

The Daly City General Plan contains goals, strategies, policies, and implementing actions that guide land use development within the City.¹ The General Plan policies and programs relevant to hydrology and water quality are listed in Table 4.8-1.

Daly City Municipal Code

Four chapters of the Daly City Municipal Code contain directives pertaining to hydrology and water quality issues, as explained in the following paragraphs:

¹ City of Daly City, 2013. *Daly City 2030 General Plan*. Adopted March 25, 2013.

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TABLE 4.8-1 DALY CITY GENERAL PLAN POLICIES AND PROGRAMS RELEVANT TO HYDROLOGY AND WATER QUALITY

Program/Policy Number	Program/Policy
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 flood elevation 1.5 feet above the projected 100-year water surface or to be adequately protected from flooding.
Policy SE-2.4	Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.
Policy SE-2.5	Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.
Program S-1	Grading and Erosion Control Ordinance – to minimize runoff from grading. Adopt ordinance which ensures that new construction, on-going businesses, and municipal maintenance will preserve storm water runoff which flows to the ocean and bay.
Program S-2	Implementation of Erosion Control Program – reduce hazards associated with soil erosion. Inspection and monitoring of construction activities to ensure compliance with the erosion and grading ordinance.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.
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-8	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the project in a way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicle Miles Traveled (VMT) on local and regional roadways, to the extent permitted under the Municipal Regional Stormwater Permit.

Source: Daly City 2030 General Plan, 2013.

Chapter 13.20 – Well Standards

These standards are intended to ensure that groundwater beneath the City will not be polluted or contaminated. The chapter contains requirements for construction, reconstruction, repair and destruction of water wells, cathodic protection wells, and monitoring wells. Permits are also required for these activities as well as for excavations that may intersect groundwater.

Title 14 – Storm Water Management and Discharge Control

This title, also known as the “City of Daly City Storm Water Management and Discharge Control Ordinance”, contains provisions for eliminating non-stormwater discharges to the City’s storm drain system; controlling the discharge of spills, dumping, or disposal of materials other than stormwater; and reducing pollutants in stormwater discharges to the maximum extent practicable. These provisions meet the requirements of the CWA and MRP NPDES permit. The City has the authority to inspect properties to ensure that the provisions of this title are implemented, as per Chapter 14.12.

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Chapter 15.62 – Grading, Erosion, and Sediment Control

The purpose of this chapter, also known as the “City of Daly City Grading, Erosion and Sediment Control Ordinance”, sets forth rules and regulations to control site clearing, grading, and erosion control to protect water quality and minimize sediments and other pollutants from entering the City’s storm drain facilities. This requires projects to obtain a permit and prepare an erosion and sediment control plan that describes the surface runoff and erosion control measures that will be implemented during construction of the Project.

Chapter 17.41 – Water Conservation in Landscaping

The provisions of this chapter apply to all new construction and rehabilitated landscapes with irrigated landscape areas greater than 1,000 square feet. All applicants must complete a landscape project application and comply with the landscape and irrigation maintenance schedule requirements of this chapter. In addition, all owners of existing landscapes over 1 acre in size must comply with local agency programs related to irrigation audits, surveys, and water use analysis and maintain landscape irrigation facilities to prevent water waste and runoff.

4.8.1.2 EXISTING CONDITIONS

Climate and Precipitation

Daly City has a cool-summer Mediterranean climate with dry summers and mild, moist winters. The weather is moderated by the cool currents of the Pacific Ocean, which produces a mild year-round climate with little seasonal temperature variation. During the summer months, the City experiences cool winds and coastal fog, similar to its neighbor to the north, San Francisco. The average minimum temperature in January is 42 degrees Fahrenheit (°F) and the average maximum temperature in July is 71°F. Average annual precipitation for Daly City is about 20 inches, falling primarily between the months of October and April.

Topography

The topography within the footprint of the shopping center is relatively flat, with a gentle prevailing slope toward the east in the area west of the existing structure and a gentle slope toward the north in the area south of the existing structure.² However, there are steep slopes in the southwest corner of the property. The surrounding area consists of gently rolling terrain. Ground surface elevations at the Project site generally range from 280 to 287 feet above mean sea level (msl), with an increase to about 400 feet msl in the southwest corner of the site.

Watershed and Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. The Project lies within the Colma Creek Watershed, which encompasses approximately

² BFK, 2013. *A.L.T.A./A.C.S.M. Land Title Survey, Daly City Serramonte Center, LLC.*

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15.7 square miles.³ The watershed consists of 2.7 miles of unmodified channels, 7.1 miles of engineered channels, and 50 miles of underground culverts and storm drains. Colma Creek originates at the foot of San Bruno Mountain and flows southwest and then southeast through Daly City, Colma, and South San Francisco before discharging into San Francisco Bay just north of the San Francisco Airport. Within the valley portion of the watershed, Colma Creek is an open, concrete-lined engineered channel from the Colma/South San Francisco city limits to San Francisco Bay. This engineered section of creek is maintained by the SMCFCO. Most of the area upstream of South San Francisco flows through underground storm drains. Some of the uppermost reaches of the creek near San Bruno Mountain are natural channels. A small tributary of Colma Creek is located south of the Project site and flows from west to east before joining Colma Creek near El Camino Real and Collins Avenue. Figure 4.8-1 shows the project site and the Colma Creek Watershed.

Local Drainage

The Project site and surrounding area is currently served by the City's storm drain system, which is maintained by the Daly City Public Works Department. Existing storm water runoff from the Project area is directed to catch basins within the site. The catch basins connect to on-site storm drains west of the buildings that range in size from 15 inches to 36 inches before connecting to the City's 48-inch reinforced concrete pipe (RCP) in the northeast corner of the property. This 48-inch RCP subsequently connects to the Colma Creek Arch Culvert. On the east side of the shopping center, storm drains connect to the City's 66-inch storm drain, which is maintained in a 20-foot-wide easement. The 66-inch RCP is aligned to the northwest just past the JCPenney's building and expands to a 72-inch RCP that eventually discharges into the 7-foot Colma Creek Arch Culvert. Figure 4.8-2 shows the storm drain layout of the Shopping Center.

The Project involves redevelopment and expansion of the existing 883,000-square-foot Serramonte Shopping Center over a time period of 10 years to accommodate additional retail, restaurant, office space, a hotel, and medical offices. In its current configuration, the site is essentially 100 percent impervious as it is entirely covered by buildings and paved parking lots. Therefore, post-development stormwater runoff rates should not be significantly different from pre-development rates. However, because the Project must comply with the SMCWPPP C.3 provisions, which require the implementation of LID and BMP control measures, the amount of stormwater runoff would actually decrease with the proposed expansion. A new occupant of the Shopping Center (Dick's Sporting Goods) was required to install five separate bioretention areas that receive surface flow from the surrounding parking lot. All new construction would require similar stormwater treatment measures to comply with the C.3 provisions and City regulations.

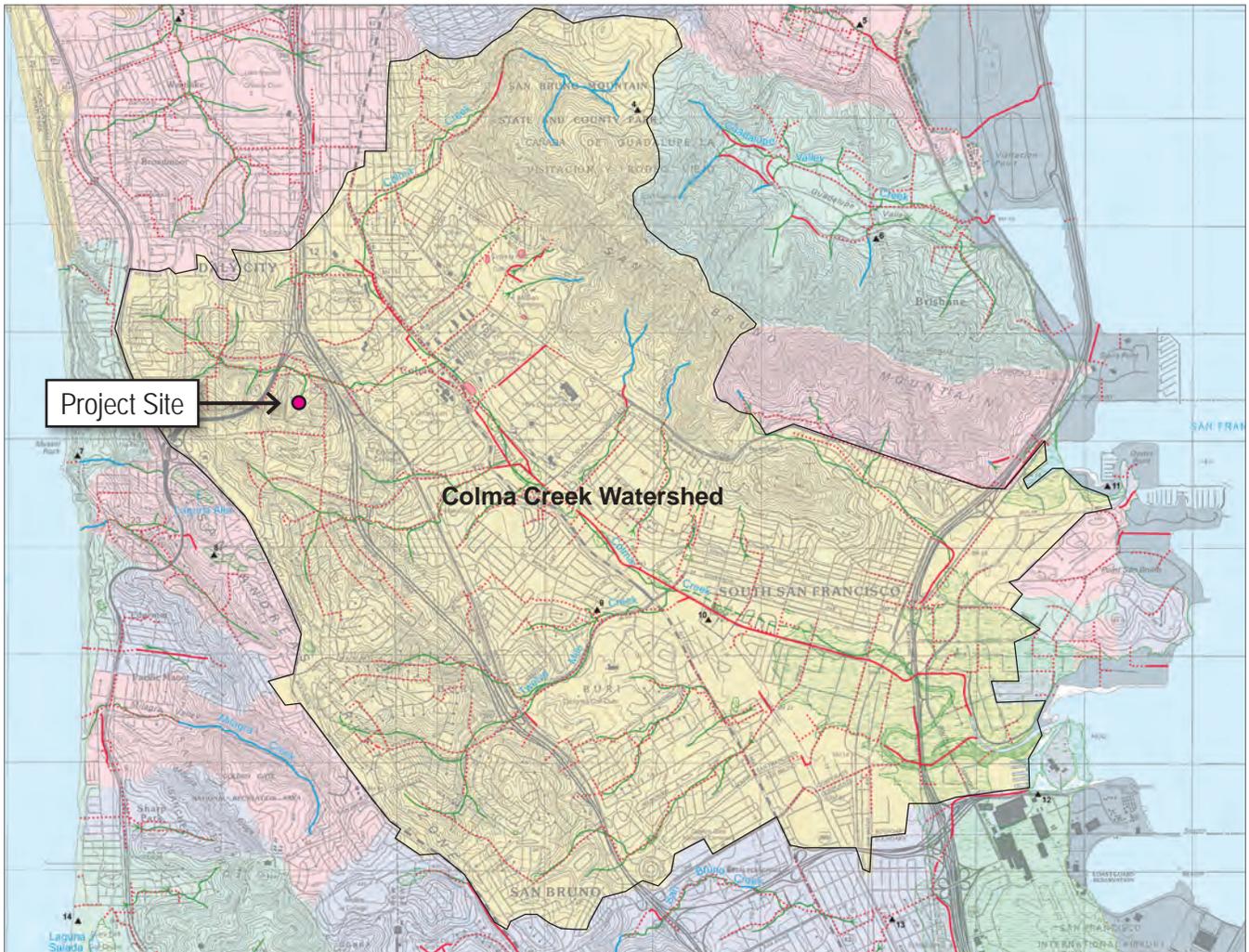
Groundwater

A portion of the Project site is located within the Westside Groundwater Basin and more specifically, within the South Westside Groundwater Basin, as shown in Figure 4.8-3. The 14-square mile South Westside Groundwater Basin underlies Daly City, Colma, South San Francisco, San Bruno, Millbrae, and portions of unincorporated San Mateo County, Burlingame, and Hillsborough. Beneath Daly City, the groundwater basin (from lower to upper strata) consists of Franciscan Bedrock, Older Merced Formation, Upper Merced Formation, and Colma Formation overlain by clay and sand.⁴ In the area of Daly City, the principal production aquifer is separated from shallow groundwater by 50 to 100 feet of intervening clay

³ City of Daly City, 2012. *General Plan Update, Draft Environmental Impact Report*, Chapter 3.8, Hydrology, Flooding, Water Quality.

⁴ San Francisco Public Utilities Commission, 2013. *Regional Groundwater Storage and Recovery Project. Draft Environmental Impact Report*.

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Source: Oakland Museum of California, 2007; William Lettis & Associates, Inc.

 Colma Creek Watershed

EXPLANATION

-  Creeks, watershed area $\geq 0.2 \text{ km}^2$
-  Underground storm drains
-  Engineered channels
-  Underground drains for combined sewage and storm flows $\geq 24"$
-  Tunnel for combined sewage and storm flows
-  Transport/storage structure for combined sewage and storm flows
-  Transport/storage tunnel for combined sewage and storm flows
-  Wet weather overflow point
-  Direction of flow

-  Waste water treatment plant
-  Outfall from treatment plant
-  Bay, ocean or natural lakes
-  Artificial bodies of water
-  Bay fill
-  Historical tidal marsh, still present
-  Modern tidal marsh formed after ~1850
-  Present watersheds
-  Present watersheds draining into the ground

- Historical Features, circa 1850
-  Creeks, buried or drained dashed where location uncertain
 -  Ephemeral creek
 -  Water spreads over the ground
 -  Lakes and lagoons
 -  Beach and dune sand
 -  Willow groves
 -  Tidal marsh
 -  Sloughs
 -  Now fill land

Figure 4.8-1
Colma Creek Watershed

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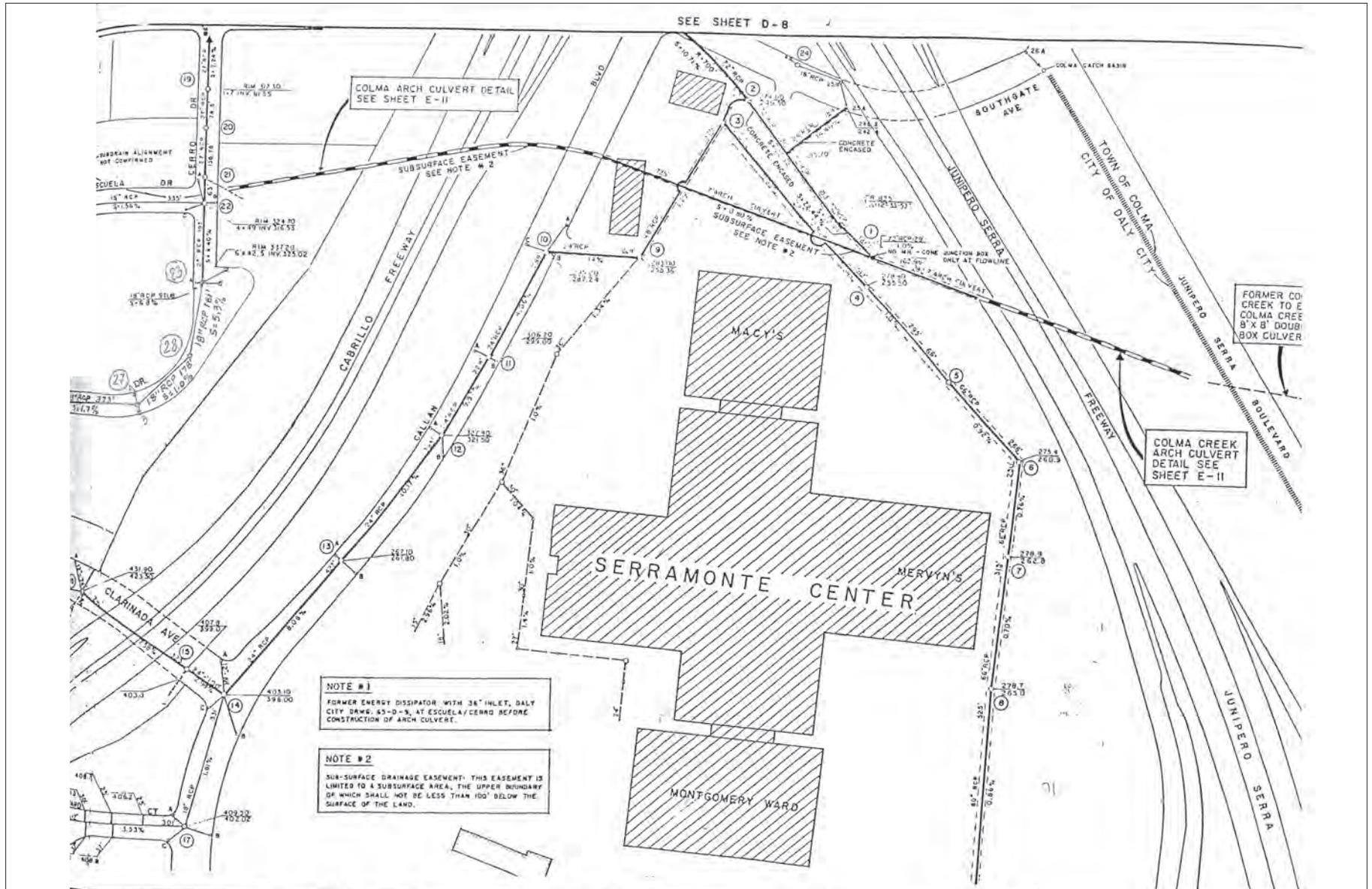


Figure 4.8-2
Storm Drain System

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and sand deposits. The groundwater elevation data suggest that the shallowest groundwater may be locally perched. The depth to groundwater in the primary production aquifer ranges from 200 to 300 feet below ground surface (bgs) in the Daly City area.

Daly City receives the majority of its water supply from the San Francisco Public Utilities Commissions (SFPUC) and supplements this supply with groundwater pumped from five local wells. Daly City also uses tertiary recycled water from the North San Mateo County Sanitation District Wastewater Treatment Plant (WWTP) wherever feasible, to offset water demands. From 1999 through 2009, an average of 28 percent of the City's water supply was from City groundwater wells. However, from 2010 through 2013, approximately 40 percent of Daly City's water supply was obtained from groundwater.⁵ Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno Daly City, and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. Daly City has agreed to self-limit groundwater pumping to 3.43 million gallons per day.

According to information provided by the SWRCB database Geotracker for two gasoline station remediation projects on the northeast and southwest corners of Gellert Boulevard and Serramonte Boulevard, the depth to groundwater for the shallow perched aquifer is approximately 7.5 feet bgs for the property at the southwest corner and ranged from 5 to 15 feet bgs for the property at the northeast corner.⁶ Therefore, it is possible that perched groundwater may be encountered during excavation and construction activities.

Water Quality

The Project site is within the Colma Creek Watershed. More specifically, stormwater runoff from the Project site will eventually discharge into the City's storm drain system, which connects to Colma Creek with eventual discharge into San Francisco Bay.

The beneficial uses of the surface water bodies in Daly City to which storm water from the site would discharge have been designated in the Water Quality Control Plan for the San Francisco Bay Region (Basin Plan).⁷ These potential and beneficial uses are summarized in Table 4.8-2.

The potential and existing beneficial uses are as follows:

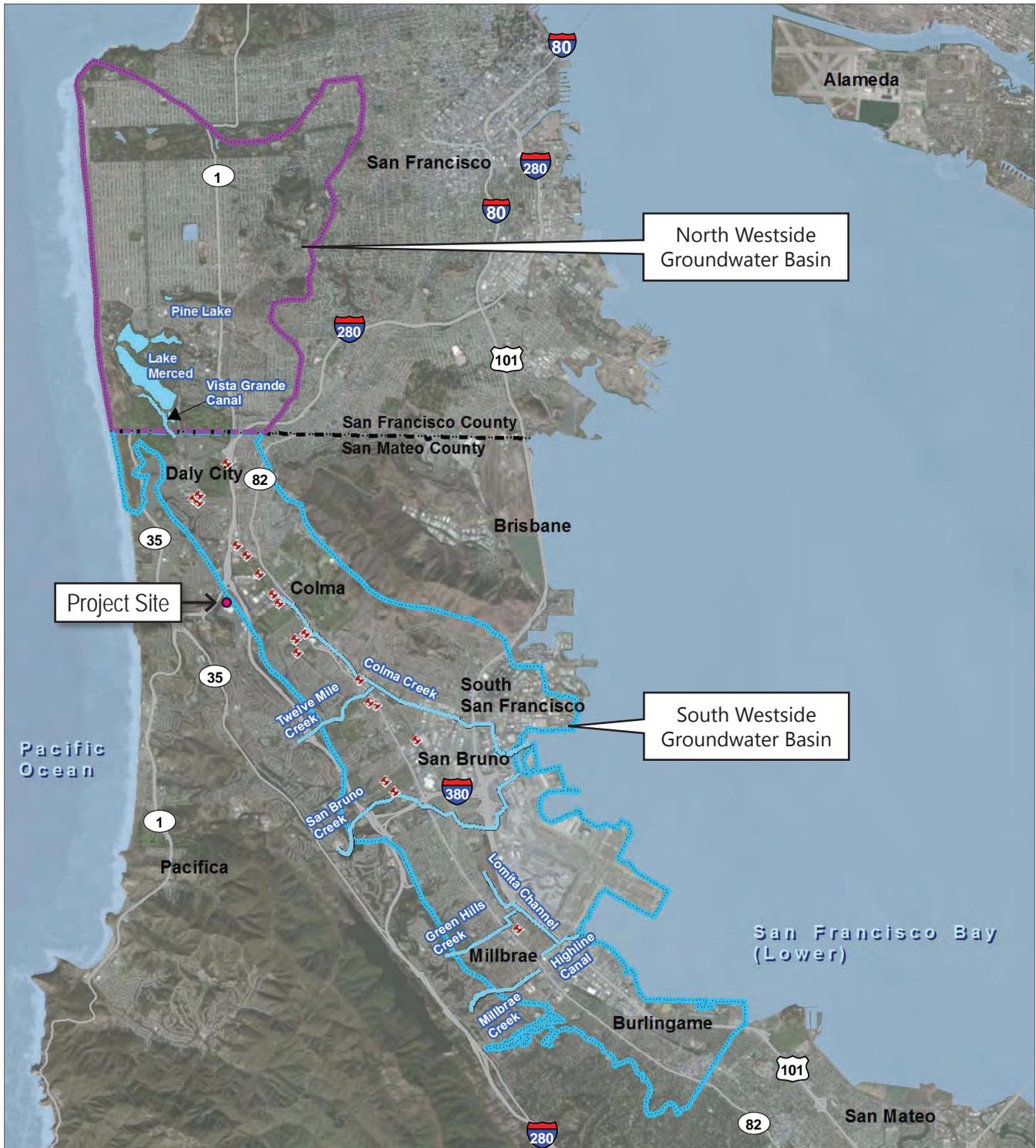
- AGR – Agricultural Supply
- COMM – Commercial and sport fishing
- EST – Estuarine habitat
- IND – Industrial service supply
- MIGR – Fish migration

⁵ Brown and Caldwell, 2014. *Draft Water Supply Assessment for Serramonte Center Expansion*. Prepared for the City of Daly City, September.

⁶ SWRCB, 2014. *Geotracker Data Base*, <http://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=Daly+City%2C+CA>, accessed November 26, 2014.

⁷ San Francisco Bay Area Regional Water Quality Control Board (RWQCB), 2013. *Water Quality Control Plan for San Francisco Bay Area*, http://www.waterboards.ca.gov/sanfranciscobay/basin_planning.shtml, accessed November 26, 2014.

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Source: San Mateo County 2010; Oakland Museum, Upper Peninsula Watershed Finder; SF Public Works Dept. 2004. As modified by GHD 2012.



- Proposed Project Well Facility Sites
- North Westside Groundwater Basin¹
- County Boundary
- South Westside Groundwater Basin¹
- Creeks and Other Waterbodies

¹The Westside Groundwater Basin has been administratively divided at the San Francisco-San Mateo County line.

Figure 4.8-3
South Westside Groundwater Basin

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TABLE 4.8-2 DESIGNATED BENEFICIAL USES OF SURFACE WATERS NEAR PROJECT SITE

Water Body	Designated Beneficial Use
Surface Water	
Colma Creek	WARM, WILD, REC1, REC2
San Francisco Bay Lower	IND, COMM, SHELL, EST, MIGR, RARE, SPWN, WILD, REC1, REC2, NAV
Groundwater	
Santa Clara Valley	MUN, PROC (potential), IND (potential), AGR

Source: San Francisco RWQCB. *Water Quality Control Plan*.

- MUN – Municipal and domestic supply
- NAV – Navigation
- PROC – Industrial process supply
- RARE – Preservation of rare and endangered species
- REC-1 – Water contact recreation
- REC-2 – Non-contact water recreation
- SHELL – Shellfish harvesting
- SPWN – Fish spawning
- WILD – Wildlife habitat

In accordance with Section 303(d) of the CWA, the State must present EPA with a list of impaired water bodies that do not meet water quality standards. Listed impaired water bodies are presented in Table 4.8-3.

Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a Total Maximum Daily Load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. TMDLs have been approved by EPA for mercury in Lower San Francisco Bay.

The Basin Plan also contains water quality criteria for groundwater. The Project site is within the Westside Groundwater Basin. Groundwater in this basin is generally of good quality with no dominant cation; approximately 40 percent of the water sampled is characterized as bicarbonate waters.⁸ Groundwater generally meets drinking water standards with the exception of elevated nitrate concentrations in portions of Daly City, attributed to past agricultural fertilizer applications and possibly past confined animal facilities such as stockyards. Groundwater from municipal wells located in areas with elevated nitrate concentrations is blended with SFPUC surface water to meet applicable drinking water standards.

⁸ California Department of Water Resources (DWR). *California's Groundwater Bulletin 118, Basins and Subbasins of the San Francisco Bay Hydrologic Region*, http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/2-35.pdf, accessed November 26, 2014.

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TABLE 4.8-3 SECTION 303(D) LIST OF IMPAIRED WATER BODIES NEAR PROJECT SITE

Water Body	Pollutant	Potential Source	Status of TMDL
Colma Creek	Trash	Illegal dumping, urban runoff/storm sewers	Planned (2021)
	Chlordane	Nonpoint source	Planned (2013)
	DDT	Nonpoint source	Planned (2013)
	Dieldrin	Nonpoint source	Planned (2013)
	Dioxin compounds	Atmospheric deposition	Planned (2019)
	Furan compounds	Atmospheric deposition	Planned (2019)
	San Francisco Bay Lower	Invasive species	Ballast water
Furan compounds		Atmospheric deposition	Planned (2019)
Mercury		Industrial and municipal point sources; resource extraction; atmospheric deposition; natural sources; nonpoint sources	Approved (2008)
PCBs		Unknown nonpoint sources	Planned (2008)
Trash		Illegal dumping, urban runoff/storm sewers	Planned (2021)

Source: State Water Resources Control Board. 2010 *Integrated Report, Clean Water Act, Section 303(d) List*, accessed on November 26, 2014

Volatile organic compounds (VOCs) resulting from the release of hazardous materials from underground storage tanks or historical industrial activities are rarely found in the primary production and deep aquifers.⁹ However, there are two facilities adjacent to the Project site that have reported past releases of gasoline compounds into the shallow perched aquifer.¹⁰ Remediation occurred at these two gasoline stations at 137 Serramonte Boulevard and 501 Serramonte Boulevard and have received no further action letters from the RWQCB. If groundwater dewatering activities are required as part of the construction efforts, a more detailed assessment of the potential for contaminated groundwater to be present beneath the Project site is warranted.

Flooding

Flood hazard zones are areas subject to flood hazards that are identified on an official Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA). Flooding can be earthquake induced or the result of intense

⁹ San Francisco Public Utilities Commission, 2013. *Regional Groundwater Storage and Recovery Project. Draft Environmental Impact Report*

¹⁰ State Water Resources Control Board (SWRCB). *Geotracker Database*, <http://geotracker.waterboards.ca.gov/>, accessed November 26, 2014.

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rainfall. Areas within a 100-year floodplain have a 1 percent probability of flooding in a given year. According to FIRM Map Nos. 06081C0036E and 06081C0037E, the Project site is not within a 100-year or 500-year flood zone.¹¹

The California Office of Emergency Services (CalOES) has compiled dam inundation maps for the San Francisco Bay area.¹² A review of these maps indicate that the Project site is not located within a dam inundation area. Therefore, the Project would not be subject to flooding due to dam inundation.

A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Tsunami inundation maps have also been developed for the San Francisco Bay area.¹³ The project site is over 1 mile from the Pacific Ocean and is not within the mapped tsunami inundation area. Therefore, it will not be subject to flooding from a tsunami.

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, swimming pools, or semi-enclosed bodies of water, such as San Francisco Bay. Because the site is far from San Francisco Bay and there are no nearby reservoirs or lakes, it would not be subject to flooding from a tsunami.

The site is also outside of the influence of sea level rise, as shown on the NOAA sea level rise map.¹⁴ It is not subject to dike/levee failures. The Project site has a steep slope in the southeast corner of the property and portions of the property are listed as susceptible to debris flows, as per the ABAG landslide maps.¹⁵ Therefore, this potential hazard is discussed in more detail in the following section.

4.8.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, are not discussed in this chapter.

- 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.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.
- 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.

¹¹ Federal Emergency Management Agency (FEMA). FIRM Map No. 06081C0036E and 06081C0037E, <https://msc.fema.gov/portal/search?AddressQuery=Daly%20City%2C%20CA>, accessed November 26, 2014.

¹² California Office of Emergency Services (CalOES), 2009. *Dam Inundation Registered Images and Boundary Files in Shape File Format*. Version DVD 3, April.

¹³ California Emergency Management Agency, 2009. *Tsunami Inundation Map for Emergency Planning, San Francisco South Quadrangle (Pacific Coast)*, June.

¹⁴ National Oceanic and Atmospheric Administration (NOAA), 2014. *Sea Level Rise and Coastal Flooding Impacts*, <http://coast.noaa.gov/slr/>, accessed November 26, 2014.

¹⁵ Association of Bay Area Government (ABAG), 2014. *Debris Flow Source Areas*, <http://gis.abag.ca.gov/website/Hazards/?hlyr=cgsLndslldZones>, accessed November 26, 2014.

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- Be inundated by seiche, tsunami, or mudflow.

Based on the Initial Study it was determined that the Project could result in a significant hydrology or water quality impact if it would:

1. Violate any water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.
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 would result in substantial erosion, siltation, or flooding on- or off-site.
4. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
5. Provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

4.8.3 IMPACT DISCUSSION

HYDRO-1 The Project would not violate any water quality standards or waste discharge requirements.

Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediment and pesticide residues from roadways, parking lots, rooftops, landscaped areas and deposit them into adjacent waterways via the storm drain system. Implementation of the Project will redevelop and expand the existing 883,000-square-foot shopping center to accommodate additional retail, restaurant, office space, a hotel, and medical offices, which could create changes to stormwater flows and result in a greater potential to introduce pollutants to receiving waters. Construction activities could result in the degradation of water quality, releasing sediment, oil and greases, and other chemicals to nearby water bodies.

Construction Impacts

Clearing, grading, excavation, and construction activities associated with the Project have the potential to impact water quality through soil erosion and increasing the amount of silt and debris carried in runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, the Project will be required to comply with the NPDES General Construction Permit (GCP) as well as prepare a SWPPP that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB mandates that projects that disturb one or more acres must obtain coverage under the Statewide GCP. Since the Project will replace approximately 500,000 square feet (11.5 acres), it will be subject to these requirements. The GCP also requires that prior to the start of construction

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activities; the Project applicant must file PRDs with the SWRCB, which includes a NOI, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations.

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

Erosion and Sediment Control Plan

- Prepare document in accordance with the Manual of Standards for Erosion and Sediment Control Measures, published by ABAG.
- Calculate maximum surface runoff from the site, using a method approved by the City Engineer.
- Describe and delineate measures to be implemented to retain sediment on the site, including but not limited to, sediment detention basins and traps, and a schedule for their maintenance and upkeep.
- Describe and delineate surface runoff and erosion control measures to be implemented, including but not limited to, types and method of applying mulches, designs and specifications for diverters, dikes, and drains, and a schedule for their maintenance and upkeep.
- Describe and delineate vegetative measures to be used, including but not limited to, types of seeds and fertilizer and their application rates, the type, location and extent of pre-existing and undisturbed vegetation types, and a schedule for maintenance and upkeep.
- Describe any other erosion control measures deemed appropriate by the City Engineer or his/her authorized representative.
- Estimate the cost of implementing and maintaining all interim erosion and sediment control measures.
- If land disturbance or filling activities are scheduled to occur during the rainy season (between October 15 and April 15), demonstrate to the satisfaction of the City Engineer that erosion and sediment from the construction activities can be controlled. Divert on-site runoff around exposed areas and divert off-site runoff around the site (swales and dikes).

Implementation of the following construction BMPs are also required as per the provisions of the MRP and SMCWPPP C.3 provisions for development projects:

Construction Best Management Practices

- Control and prevent discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.
- Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.
- Do not clean, fuel, or maintain vehicles on-site, except in a designated area where wash water is contained and treated.

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- Train and provide instruction to all employees and subcontractors regarding the construction BMPs.
- Protect all storm drain inlets in the vicinity of the site using sediment controls such as berms, fiber rolls, or filters.
- Limit construction access routes and stabilize designated access points.
- Attach the SMCWPPP's construction BMP plan sheet to project plans and require contractors to implement the applicable BMPs on the plan sheet.
- Use temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
- Delineate with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses.
- Perform clearing and earth moving activities only during dry weather.
- Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
- Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stockpiles, etc.
- Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).
- Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
- Provide notes, specifications, or attachments describing the following:
 - Construction, operation, and maintenance of erosion and sediment control measures, including inspection frequency.
 - Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material.
 - Specifications for vegetative cover and mulch, including methods and schedules for planting and fertilization
 - Provisions for temporary and/or permanent irrigation.

The Project applicant will prepare a SWPPP that addresses these and other structural and non-structural BMPs that will be implemented at the site.

In addition, the City of Daly City reviews individual projects for stormwater conformance with applicable laws, policies, and guidelines and has the authority to inspect and conduct sampling at properties to ensure that the provisions of the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code) are implemented. With development and implementation of the BMPs in the Erosion and Sediment Control Plan and the SWPPP and compliance with City, County, and State stormwater regulations, the construction impacts to water quality will be *less than significant*.

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Operational Impacts

Runoff from commercial properties and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

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

Effective December 1, 2011, the threshold for requiring stormwater treatment was reduced from 10,000 to 5,000 square feet of impervious surface for uncovered parking areas. Since more than 10,000 square feet of impervious surface and more than 5,000 feet of impervious parking area would be replaced by the Project, adherence to the C.3 provisions of the NPDES permit apply and various prescribed measures must be incorporated into the project design. And since the replaced impervious surface equals more than 50 percent of the pre-project impervious surface, the entire site is subject to site design, source control, and stormwater treatment requirements.

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

- Site Design Measures:
 - Direct roof runoff to vegetated areas.
 - Use landscaping to treat stormwater.
- Source Control Measures:
 - On-site and surrounding storm drain inlets shall be clearly marked with the words "No Dumping! Flows to Bay" using methods approved by the City of Daly City.
 - Trash areas shall be roofed and enclosed to avoid run-on and run-off. Runoff from trash enclosure and recycling areas shall not discharge to the storm drain system.
 - Outdoor equipment and storage areas shall be covered and bermed, or designed to limit the potential that runoff may contact pollutants. The pavement shall be checked periodically for cracks and fractures, which shall be repaired and sealed.
 - Loading docks shall be covered and/or graded to minimize run-on and runoff from the loading area. Roof downspouts shall be positioned to direct stormwater away from the loading areas.

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- Treatment Control Measure – use flow-through infiltration planters or bioretention areas to treat stormwater.

With the implementation of these site designs, source control, and treatment control measures, the potential operational impact to water quality would be *less than significant*. In summary, there should be no significant impacts to water quality from implementation of this Project.

Applicable Regulations:

- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System (NPDES)
- California Water Code Sections 13000 et seq.: Porter-Cologne Water Quality Act
- San Francisco Bay RWQCB Order No. R2-2009-0074: Municipal Regional Permit
- SWRCB Construction General Permit (CGP) - 2009-0009-DWQ
- San Mateo Countywide Water Pollution Prevention Program and C.3 Technical Guidance
- Daly City Stormwater Management and Discharge Control Ordinance (Municipal Code - Title 14)
- Daly City Grading, Erosion and Sediment Control Ordinance (Municipal Code - Chapter 15.62)

Significance Before Mitigation: Less than significant.

HYDRO-2 The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

New construction could result in impacts related to groundwater if the construction would require dewatering or reduce groundwater recharge. Groundwater recharge may be reduced if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impermeable surfaces. Project implementation would involve the creation of approximately 500,000 square feet of impermeable surface consisting of buildings and hardscaped areas, which would replace the same amount of impermeable surface consisting mostly of parking lots. There would be no net increase in the amount of impervious surface at the Project site and therefore no reduction in groundwater recharge.

Buildout of the Project would lead to an increased demand for water. The Project site is located within the South Westside Groundwater Basin and the City obtains approximately 40 percent of its water supply from local groundwater wells. Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno, Daly City, and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. Daly City has agreed to self-limit groundwater pumping to 3.43 million gallons per day. Water supply impacts are discussed in detail in Chapter 4.14, Utilities and Service Systems, of this Draft EIR. The WSA reported a projected water demand of approximately 35,000 gallons/day (gpd) with implementation of the Project and concluded that there were sufficient water supplies available to serve the Project for the normal year, single dry year, and multiple dry year scenarios through 2035.¹⁶ The analysis is based on 2013 ABAG demographic projections and include passive (plumbing and building code requirements) and active conservation savings. In

¹⁶ Brown and Caldwell, 2014. *Draft Water Supply Assessment for Serramonte Center Expansion*. Prepared for the City of Daly City, September.

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addition, Daly City does not plan to increase its total long-term groundwater pumping above existing levels and the Westside Groundwater Basin is not in critical condition from overdraft.¹⁷ Therefore, the Project would have a *less-than-significant* impact on groundwater supply.

Grading, cut-and-fill activities, and building construction at the Project site may encounter shallow groundwater. Groundwater elevations at two gasoline stations on the northeast and southwest corners of the intersection of Gellert Boulevard and Serramonte Boulevard were reported to range from 5 to 15 feet bgs. Therefore, temporary construction dewatering may be necessary. However, the Project is not anticipated to adversely impact groundwater resources because required excavations would intersect only the shallow groundwater table with no impact to the regional groundwater system. Dewatering would be a temporary occurrence and there are no municipal groundwater wells in the vicinity of the Project site. A Waste Discharge Requirement (WDR) permit would be required from the San Francisco Bay RWQCB for construction dewatering activities and the WDR permit would require testing to ensure that discharged water did not pose a risk to water quality. In summary, the impact of the Project on groundwater supplies or groundwater recharge would be *less than significant*.

Applicable Regulations:

- California Water Code Sections 13000 et seq.: Porter-Cologne Water Quality Act
- Daly City *Well Standards* (Municipal Code - Chapter 13.20)

Significance Before Mitigation: Less than significant.

HYDRO-3 The Project would not 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 would result in substantial erosion, siltation, or flooding on- or off-site.

The Project is within the boundaries of an existing shopping center that has previously been developed and is currently connected to the City's storm drain system. The proposed expansion does not involve alteration of any natural drainage channels or any watercourse. It also would not alter existing drainage patterns other than creating a new storm drain infrastructure within the property and incorporate the use of LID and BMP measures for treatment and flow control prior to discharge into the storm drain system.

The Project would involve site improvements that would require grading or soil exposure during construction. If not controlled, the transport of these materials into local waterways could temporarily increase suspended sediment concentrations. To minimize this impact, the Project would be required to comply with all of the requirements in the State GCP, including preparation of PRDs and submittal of a SWPPP to the SWRCB prior to the start of construction activities. The implementation of BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install onsite sediment basins to prevent off-site migration of erodible materials.

¹⁷ City of Daly City, 2011. *2010 Urban Water Management Plan*.

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- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.

Compliance with the established permits and regulations will ensure that impacts from erosion and siltation both on- and off-site would be *less than significant*.

The Project site is already developed and is not expected to generate stormwater runoff in excess of present volumes. The Project will replace approximately 500,000 square feet of existing impervious surface (parking lots) with the same amount of impervious surface (buildings and hardscaped areas). Thus, there should be no net increase in the amount of stormwater runoff from the site. In addition, the Project is required to comply with San Mateo County's C.3 provisions of the NPDES permit. The City of Daly City also requires all project applicants to submit a SWMP that shows full compliance with the MRP and C.3 provisions. These provisions require BMPs to be implemented across the Project site which incorporate site design, source control, and treatment control measures that provide both flow control and treatment to runoff before it enters the storm drain system. Although the size and location of the treatment control measures have not yet been determined, the Project applicant indicates that the majority of the stormwater runoff would be channeled into flow-through infiltration planters. Bioretention areas can also be incorporated into the site design. Treated stormwater runoff would be gradually released to the storm drain system, thus ensuring that there is no net increase in runoff from the site.

A change in the timing and volume of runoff from a site is called "hydromodification." Projects that are in susceptible areas, as defined in the SMCWPPP, are required to incorporate one or more hydromodification management (HM) measures in the design. The Project site is not located in a susceptible area, as shown on the San Mateo Countywide HM Control Area Map, and therefore HM measures are not required.¹⁸

According to the Daly City General Plan, no significant flooding issues have been identified in the vicinity of the Project site. With the implementation of site BMPs and LID treatment measures, the Project would not substantially increase the rate or amount of surface runoff in a manner that would cause flooding. Therefore, impacts related to drainage and flooding would be *less than significant*.

Applicable Regulations:

- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System (NPDES)
- California Water Code Sections 13000 et seq.: Porter-Cologne Water Quality Act
- San Francisco Bay RWQCB Order No. R2-2009-0074: Municipal Regional Permit
- SWRCB Construction General Permit (CGP) - 2009-0009-DWQ
- San Mateo Countywide Water Pollution Prevention Program and C.3 Technical Guidance
- Daly City Stormwater Management and Discharge Control Ordinance (Municipal Code - Title 14)
- Daly City Grading, Erosion and Sediment Control Ordinance (Municipal Code - Chapter 15.62)

¹⁸ San Mateo Countywide Water Pollution Prevention Program (SMCWPP), 2014. *C.3 Stormwater Technical Guidance. Version 4.1*, October.

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Significance Before Mitigation: Less than significant.

HYDRO-4 The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

Urban development has two potential impacts to stormwater runoff hydrology. Impervious surfaces, such as roads, sidewalks, and buildings prevent the natural infiltration of stormwater into the soil and thus create higher runoff volumes. In addition, more rapid transport of runoff over impermeable surfaces combined with higher runoff volumes cause elevated peak flows. This increase in flows may adversely impact stormwater drainage systems.

The Project involves expansion of an existing shopping center that is currently connected to the City's storm drain system via catch basins throughout the property. The Project includes the replacement of approximately 500,000 square feet of impervious surface (parking lots) with the same amount of impervious surface associated with buildings and hardscaped plazas. Therefore, there will be no net increase in stormwater runoff and the Project must comply with the SMCWPPP C.3 provisions.

Although the Project is expected to rely on existing stormwater infrastructure wherever possible, if necessary, extensions, additions, and/or re-routing of stormwater infrastructure would be installed to adequately serve the runoff at the Project site. Although these modifications, if necessary, are determined to be required by the City, short-term construction-related environmental effects could occur, most of the work would be in existing right-of-ways or facilities, and would be subject to compliance with applicable regulations and standard conditions for stormwater construction projects, including City permits/review for construction. For example, the City would require engineering and/or stormwater studies with information, such as anticipated flows, calculated pipe size, and slope gradients to determine to ensure stormwater infrastructure is accurate to accommodate runoff from the Project site.

Furthermore, the City of Daly City requires the Project applicant to submit a SWMP that provides the BMPs and LID treatment features that will be implemented at the site. One of the proposed treatment measures is the use of flow-through planters to treat and detain runoff prior to discharge to the City's storm drain system. As a result, there will be no significant increase in site runoff as compared to existing (pre-development) conditions. Stormwater discharge from the site is currently collected in catch basins, which connect to storm drains that vary in size from 15 inches to 66-inches and eventually discharge into the 7-foot Colma Creek arch culvert. The existing storm drain system will be able to handle the stormwater flow from the site, which would be reduced from existing conditions with the implementation of BMPs and LID measures, and the impact to stormwater drainage systems would be *less than significant*.

Applicable Regulations:

- San Francisco Bay RWQCB Order No. R2-2009-0074: Municipal Regional Permit
- San Mateo Countywide Water Pollution Prevention Program and C.3 Technical Guidance
- Daly City Stormwater Management and Discharge Control Ordinance (Municipal Code - Title 14)

Significance Before Mitigation: Less than significant.

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HYDRO-5 The Project would not provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.

Pollutants commonly associated with construction sites that can impact stormwater are sediments, nutrients, trace metals, pesticides, oil, grease, fuels, and miscellaneous construction wastes. Pollutants generated from the operational phase of the Project may include sediment, nutrients, organic compounds, trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, and pesticides/herbicides.

As required by City and County storm water management guidelines, BMPs will be implemented across the Project site during both construction and operation of the Project. These BMPs will control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Implementation of BMPs during construction will be in accordance with the provisions of the SWPPP, which will minimize the release of sediment, soil, and other pollutants. Operational BMPs will be required to meet the C.3 provisions of the SMCWPPP and the applicant will be required to submit a SWMP to the City for approval prior to the start of construction. These requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. One of the proposed treatment measures is the use of flow-through planters to treat and detain runoff prior to discharge to the City's storm drain system. With implementation of these BMPs in accordance with City and County requirements, the potential impact on water quality would be *less than significant*.

Applicable Regulations:

- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System (NPDES)
- San Francisco Bay RWQCB Order No. R2-2009-0074: Municipal Regional Permit
- SWRCB Construction General Permit (CGP) - 2009-0009-DWQ
- San Mateo Countywide Water Pollution Prevention Program and C.3 Technical Guidance
- Daly City Stormwater Management and Discharge Control Ordinance (Municipal Code - Title 14)
- Daly City Grading, Erosion and Sediment Control Ordinance (Municipal Code - Chapter 15.62)

Significance Before Mitigation: Less than significant.

4.8.4 CUMULATIVE IMPACTS

HYDRO-6 The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hydrology and water quality.

The context for the analysis of cumulative hydrology and water quality impacts is the City of Daly City, including cumulative growth associated with City-approved projects and other foreseeable future projects (see Chapter 4.0). Development of the Project in conjunction with construction activities, increases in impervious surfaces, and alterations to drainage patterns associated with other development within Daly City could increase stormwater runoff and contribute to decreased water quality in receiving waters.

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The Project site is located in an area that is almost completely developed and will not generate stormwater runoff in excess of present volumes. All development or redevelopment projects in Daly City would also be required to comply with San Mateo County's C.3 provisions that require BMPs to be implemented. These BMPs include site design, source control, and treatment control measures that provide both flow control and treatment to runoff before it enters the storm drain system. Similarly, all projects would be required to comply with the GCP, prepare a SWPPP, and implement BMPs to minimize erosion and siltation impacts during construction. As a result, impacts to stormwater flow volumes and water quality will be less than significant.

Development throughout the City could alter existing drainage patterns, resulting in increases in runoff volume to the existing storm drain system. As stated in the EIR for the Daly City General Plan Update, the majority of future projects under the General Plan would be redevelopment with little or no increase in impervious surface.¹⁹ Given the built out environment in the City and the requirement for all projects to implement site BMPs, the volume, velocity, and peak runoff quantities of runoff to the storm drain system should not be substantially greater than pre-project conditions. Therefore, cumulative impacts to hydrology and water quality would be *less than significant*

Applicable Regulations:

- Code of Federal Regulations Title 40 Parts 122 et seq.: National Pollutant Discharge Elimination System (NPDES)
- San Francisco Bay RWQCB Order No. R2-2009-0074: Municipal Regional Permit
- SWRCB Construction General Permit (CGP) - 2009-0009-DWQ
- San Mateo Countywide Water Pollution Prevention Program and C.3 Technical Guidance
- Daly City Stormwater Management and Discharge Control Ordinance (Municipal Code - Title 14)
- Daly City Grading, Erosion and Sediment Control Ordinance (Municipal Code - Chapter 15.62)

Significance Before Mitigation: Less than significant.

¹⁹ City of Daly City, 2012. *City of Daly City General Plan Update, Draft Environmental Impact Report*, October.

4.9 LAND USE AND PLANNING

This chapter describes the regulatory framework and existing conditions related to land use in the vicinity of the Project site, and the potential land use and policy consistency impacts that could result from development of the Project.

4.9.1 ENVIRONMENTAL SETTING

4.9.1.1 REGULATORY FRAMEWORK

This section describes land use plans and policies relevant to the Project.

Regional Plans

Plan Bay Area, Strategy for a Sustainable Region

The Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) *Plan Bay Area* is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). The draft *Plan Bay Area* was adopted July 18, 2013.¹ The SCS sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. According to *Plan Bay Area*, the Plan meets a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.

In 2008, MTC and ABAG initiated a regional effort (FOCUS) to link local planned development with regional land use and transportation planning objectives. Through this initiative, local governments identified Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). PDAs and PCAs form the implementing framework for *Plan Bay Area*.

- **PDAs** are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development.
- **PCAs** are regionally significant open spaces for which there exists broad consensus for long-term protection but nearer-term development pressure.

Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.²

¹ It should be noted that the Bay Area Citizens filed a lawsuit on MTC's and ABAG's adoption of *Plan Bay Area*.

² Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area, Strategy for a Sustainable Region*.

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Although there are two PDAs within Daly City, including the Bayshore Neighborhood and the Mission BART Corridor, neither of them encompass the Project site.

Local Plans and Ordinances

City of Daly City General Plan

The City of Daly City 2030 General Plan (2030 General Plan) was adopted on March 25, 2013 and contains a Land Use Element which provides the framework for future decisions, providing policy direction for the future development of vacant lands and underutilized parcels in the City.³ The Land Use Element establishes 13 distinct planning areas throughout Daly City, and two unincorporated areas. The Project site is located within the Serramonte Planning Area, which is discussed in detail in Section 4.9.1.2, Existing Conditions, of this Chapter. Table 4.9-1 contains land use policies relevant to the Project.

TABLE 4.9-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO LAND USE

Policy Number	Policy
Policy LU-1	Maintain and, where possible, encourage larger commercial development sites throughout the City.
Policy LU-2	Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.
Policy LU-7	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).
Policy LU-9	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.
Policy LU-16	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.
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.

Source: City of Daly City, Daly City 2030 General Plan, Land Use Element, March 25, 2013.

Zoning Ordinance

Contained in Title 17 of the Daly City Municipal Code, the City's Zoning Ordinance implements the land use policies established in the 2030 General Plan. The Zoning Ordinance identifies specific zoning districts within the city and describes the development standards, which apply to each district.

Upon approval, the Project site would be zoned Planned Development (PD). The PD zoning district is designed to accommodate various types of development such as neighborhood and district shopping centers, professional and

³ City of Daly City, Daly City 2030 General Plan, page 1.

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administrative areas, single-family and multiple family residential development, commercial service centers and industrial parks or any other use or combination of uses which can appropriately be made a part of planned development.

The Project site is currently zoned as a Heavy Commercial (C-2) district, which allows for permitted uses, such as art studios, bakery, retail stores, department stores, drugstores, and other commercial businesses typically serving neighborhoods.

City of Daly City Municipal Code

Chapter 12.40, Urban Forestry, establishes regulations and guidelines for the planting, removal, maintenance, and preservation of trees within Daly City. Chapter 12.40 also requires a permit application for the maintenance or removal of trees that are considered to be within a public area, right-of-way, or considered a street tree.

Chapter 17.45, Design Review, of the Daly City Municipal Code establishes a design review committee for the purpose of investigating the design, layout and other features of development to ensure consistency with the character of the adjacent properties or areas. Required materials for design review include: a site plan; building design, including elevations, color renderings, perspective drawings, lighting, signs, art work, and design features related to utilities and infrastructure; landscape plans and other data deemed necessary by the design review committee or planning commission to make the required findings.

4.9.1.2 EXISTING CONDITIONS

Surrounding Land Uses and Context

The Project site is generally bounded by Interstate 280 (I-280) and Highway 1 on the western, northern, and eastern boundaries. Serramonte Boulevard serves as the main access point to the Project site and also serves as the southern boundary of the Project site. As mentioned in Chapter 3, Project Description, of this Draft EIR, adjacent land uses include office to the north, retail and multi-family housing to the south (across Serramonte Boulevard), retail to the east (across I-280), multi-family residential to the west (across Callan Boulevard and Highway 1), and multi-family residential to the west (across Highway 1).

As mentioned above, the Project Site is located within the Serramonte Planning Area under the 2030 General Plan. The Serramonte Planning Area includes a single-family home subdivision, constructed in the late 1960s and early 1970s, adjacent to the Shopping Center at its western boundary (across Highway 1). Located to the south are low- and medium-density singly family units, and immediately to the west (across Callan Boulevard) are very high density multi-family units. Commercial uses in the area include a strip mall south of Serramonte Boulevard and east of Gellert Boulevard, which includes commercial offices, retail stores, and restaurants. South of the Project site is Gellert Park, which is also the largest park in the City.⁴

⁴ City of Daly City, *Daly City 2030 General Plan*, page 9.

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In general, the Project Area serves as a commercial center to serve the needs of residents and visitors of Daly City. The area is highly urbanized with several small strip malls, gas stations, restaurants, and the neighborhood serving shopping centers. The 2030 General Plan identifies intensification of existing regional and neighborhood serving commercial centers as an opportunity for the Serramonte Planning Area. Constraints were identified as lack of buildable, vacant land; small number of infill single-family residential parcels; and a portion of the neighborhood is in the Alquist-Priolo Special Study zone.

Existing Uses on the Project Site

As described in Chapter 3, Project Description, of this Draft EIR, the Project site sits on an approximately 80-acre site that includes a main shopping center, restaurants, parking, and other commercial services typical of a regional shopping center. The Serramonte Shopping Center is the largest regional shopping center in the City.⁵ Currently, there are four anchor stores, including a Macy's, JC Penney, Target, and Dick's Sporting Goods (summer 2014). Overall, the main shopping mall is occupied by approximately 90 retail stores and a food court.

4.9.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, are not discussed in this chapter.

- Conflict with any applicable habitat conservation plan or natural community conservation plan.

Based on the Initial Study it was determined that the Project could result in a significant land use and planning impact if it would:

1. Physically divide an established community.
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.

4.9.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to land use and planning.

LU-1 The Project would not physically divide an established community.

The Project would have a significant effect if it would physically divide an established community. As described above, the Project site is generally bounded by I-280 and Highway 1, which serve as buffers between the adjacent neighborhoods and

⁵ City of Daly City, Daly City 2030 General Plan, page 9.

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the Shopping Center. Given the unique location in that the Shopping Center is essentially enclosed by two major freeways, the Project would not physically divide an established community.

Further, the Project would include renovations and expansion to a previously developed site currently operating as a regional shopping center and the renovations and expansion would remain within the existing approximately 80-acre site. Additionally, there are no residential communities immediately adjacent to the Project site given the site is enclosed by I-280 and Highway 1, with the exception of the multi-family units directly across Callan Boulevard; however, those units would not be divided as a result of the Project. Therefore, the impact would be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

LU-2 The Project would not 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.

The Project would have a significant impact if it conflicted with applicable land use plans, policies, or regulations. However, there are no plans other than the 2030 General Plan that are applicable to the Project. Although the Project would include developing several new structures such as medical buildings located at the southwest corner of the site, and a hotel at the northern border, the additions would be consistent with General Plan Policy LU-1. Table 4.9-2 is a policy consistency analysis that describes how the Project would be consistent with relevant land use policies contained in the 2030 General Plan.

As indicated throughout the policy consistency table, the Project would not conflict with the land use policies of the Daly City 2030 General Plan.

Additionally, the Project would include the removal and replacement of existing trees; however, compliance with Chapter 12.40, Urban Forestry, of the Daly City Municipal Code would ensure the removal and replacement is done so according to local regulations. Further, the Project would comply with design review guidelines to ensure consistency in design and character with surrounding land uses. Therefore, land use and planning impacts would be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan
- Daly City Municipal Code Chapter 12.40, Urban Forestry
- Daly City Municipal Code Chapter 17.45, Design Review

Significance Before Mitigation: Less than significant.

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TABLE 4.9-2 CITY OF DALY CITY GENERAL PLAN POLICY CONSISTENCY

Policy / Goal Number	Policy / Goal	Determination of Plan Consistency
Policy LU-1	Maintain and, where possible, encourage larger commercial development sites throughout the City.	Consistent. The Project would include renovation and expansion of an existing shopping center.
Policy LU-2	Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.	Consistent. The Project would further expand and renovate a shopping center to offer more neighborhood, and regional, serving retail stores and services.
Policy LU-7	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).	Consistent. The Project would comply with local regulations, such as design review, to ensure consistency between design and surrounding land uses.
Policy LU-9	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.	Consistent. The Project would include improvements to Loop Road to allow for better vehicle circulation within the Shopping Center. Because there are very few residential neighborhoods immediately adjacent to the Project site, it is unlikely that traffic would be significantly impact considering the primary uses of the Project site would remain similar to existing conditions.
Policy LU-16	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.	Consistent. The Project would include updating signage and the addition of new signs; however, the Project would comply with all local ordinances and regulations governing sign regulations and design guidelines.
Policy LU-17	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.	Consistent. The Project is expected to comply with and pay all applicable fees, or provide necessary improvements, at the time of development that may be required to mitigate for potential impacts. Any potential impacts identified in this Draft EIR, along with associated mitigation measures, are also expected to be carried out as necessary by the Applicant and/or City.
Policy LU-18	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.	Consistent. The Project site is previously developed shopping center, and the Project would primarily renovate and expand the existing shopping center, with the exception of some new construction. Although new construction would occur, the buildings would be developed within the overall boundaries of the Project site, which has already been urbanized. Therefore, the Project is unlikely to significantly disrupt the natural or urban environmental. Further, any potentially significant impacts identified under this Draft EIR would contain associated mitigated measures.

Source: City of Daly City, 2013. *Daly City 2030 General Plan, Land Use Element*, March 25.

4.9.4 CUMULATIVE IMPACTS

LU-3	The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.
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The Project would have a significant impact if, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to land use and planning. The Project would include renovations and expansion of the existing Serramonte Shopping Center commencing over ten years. At buildout, there would be additional retail space, restaurant space, a parking garage, a hotel, a cinema, and a medical building.

As listed in Table 4-1 in Chapter 4, Environmental Analysis, of this Draft EIR, there are four major developments in the process of being constructed that consist of a mixed-use development, office and retail, renovations to a regional shopping center, and condominiums. Although there are other projects in Daly City, they are generally located north of the Project site from approximately 2 miles to 3.8 miles away. Assuming the other projects comply with General Plan policies and other applicable local land use regulations, it is unlikely the Project would contribute to a significant cumulative impact. Therefore, cumulative land use and planning impacts would be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

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4.10 NOISE

This section describes the potential effects of the Project in relation to noise and vibration. Included in this chapter is background information on noise and vibration, a brief summary of the regulatory framework that pertains to the Project, an evaluation of the significance of Project impacts including noise and land use compatibility, long-term noise level increases resulting from Project-generated traffic, temporary noise and vibration impacts during construction, and cumulative impacts. This chapter incorporates the findings of the noise analysis conducted by PlaceWorks. Calculations for noise and vibration impacts are included as Appendix E of this Draft EIR.

4.10.1 ENVIRONMENTAL SETTING

4.10.1.1 BACKGROUND

Noise Descriptors

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

The following are brief definitions of terminology used in this section:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Intrusive.** Noise which intrudes over and above the existing ambient noise at a given location. Relative intrusiveness depends on amplitude, duration, frequency, time of occurrence, and tonal or informational content, as well as the prevailing ambient noise level.
- **Decibel (dB).** A unit-less measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Ambient Noise Level.** The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level (or energy) averaged over the measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the

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time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e. near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

Characteristics of Sounds

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), and duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate the human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 dBA (the threshold of detection) to 140 dBA (the threshold of pain).

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale to better account for the large variations in pressure amplitude (the above range of human hearing, 0 to 140 dBA, represents a ratio in pressures of one hundred trillion to one). All noise levels in this study are relative to the industry-standard pressure reference value of 20 micropascals. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 4.10-1 presents the subjective effect of changes in sound pressure levels.

Sound is generated from a source; the decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss or distance attenuation.

TABLE 4.10-1	CHANGE IN APPARENT LOUDNESS
± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen, 2009.

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. For example, L_{50} is the noise level that is exceeded 50 percent of the time. Similarly, the L_{02} , L_{08} , and L_{25} values are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. The energy-equivalent sound level (L_{eq}) is the most common parameter associated with community noise measurements. The L_{eq} metric is a single-number

noise descriptor of the energy-average sound level over a given period of time. An hour is the most common period of time over which average sound is measured, but it can be measured over any duration. Other values typically noted during a noise survey are the L_{\min} and L_{\max} . These values are the minimum and maximum root-mean-square (RMS) noise levels obtained over the stated measurement period.

Since sensitivity to noise increases during the evening and at night, when excessive noise can interfere with relaxation and/or the ability to sleep, 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. Because of this increased sensitivity to unwanted noise intrusion during the evening and nighttime hours, State law requires, for planning purposes, that this increased noise sensitivity be accounted for. The Day/Night Average Sound Level, L_{dn} , is a measure of the cumulative noise exposure in a community, with a 10 dB addition to nocturnal (10:00 p.m. to 7:00 a.m.) noise levels. The Community Noise Equivalent Level (CNEL) is a similar 24-hour cumulative measure of noise; however it differs slightly from L_{dn} in that 5 dB is added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system; prolonged noise exposure in excess of 75 dBA increases body tensions, thereby affecting blood pressure and functions of the heart and nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying, less-developed areas. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level (SPL) number means. To help relate noise level values to common experience, Table 4.10-2 shows typical noise levels from noise sources.

Causes for annoyance include interference with speech, radio, television, and sleep and rest, as well as induced structural vibrations. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. The threshold for annoyance from vehicle noise is about 55 dBA L_{dn} . At an L_{dn} of about 60 dBA, approximately 8 percent of the population is highly annoyed. When the L_{dn} increases to 70 dBA, the highly annoyed proportion of the population increases to about 20 to 25 percent. There is, therefore, an increase of about 2 percent per decibel of increased noise between an L_{dn} of 60 to 70 dBA. The thresholds for speech interference indoors are approximately 45 dBA for continuous noise and approximately 55 dBA for fluctuating noise. Outdoors the thresholds are roughly 15 dBA higher. Steady noise above 35 dBA and fluctuating noise levels above roughly 45 dBA have been shown to affect sleep.

Vibration Fundamentals

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities stemming from operations of railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves

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TABLE 4.10-2 TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet, at 50 miles per hour		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Bies and Hansen, 2009.

away from its original static position. The instantaneous speed that a point on a surface moves is the velocity, and the rate of change of the speed is the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration

that can cause annoyance due to noise generated from vibration of a structure or items within a structure. These types of vibration are best measured and described in terms of velocity and acceleration.

The three main types of waves associated with groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation.
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, however, the particle motion is transverse, or perpendicular to the direction of propagation.

Vibration amplitudes are usually described in terms of either the peak particle velocity (PPV) or the RMS velocity. PPV is the maximum instantaneous peak of the vibration signal and RMS is the square root of the average of the squared amplitude of the signal. PPV is more appropriate for evaluating potential building damage, whereas RMS is typically more suitable for evaluating human response.

The units for PPV and RMS velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all PPV and RMS velocity levels are in in/sec and all vibration levels are in dB relative to one micro-inch per second (abbreviated as VdB). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Man-made vibration problems are, therefore, usually confined to relatively short distances (500 to 600 feet or less) from the source.

Effects of Vibration

Table 4.10-3 displays human annoyance and the effects on buildings resulting from continuous vibration. As discussed previously, annoyance is a subjective measure and vibrations may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Persons exposed to elevated ambient vibration levels such as people in an urban environment may tolerate a higher vibration level.

Human response to ground vibration has been correlated best with the velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} inch/second RMS, which equals 0VdB, and 1 inch/second equals 120VdB. The abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels. One of the problems with developing suitable criteria for groundborne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The U.S. Department of Transportation Federal Transit Administration (FTA) has developed rational vibration limits that can be used to evaluate

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TABLE 4.10-3 REACTION OF PEOPLE AND DAMAGE TO BUILDINGS FOR CONTINUOUS/FREQUENT INTERMITTENT VIBRATION LEVELS

Land Use Category	Max L _v (VdB) ^a	Description
Workshop	90	Distinctly felt vibration. Appropriate to workshops and nonsensitive areas
Office	84	Felt vibration. Appropriate to offices and nonsensitive areas
Residential – Daytime	78	Barely felt vibration. Adequate for computer equipment
Residential – Nighttime	72	Vibration not felt, but groundborne noise may be audible inside quiet rooms

a. L_v is the velocity level in decibels, as measured in 1/3-octave bands of frequency over the frequency ranges of 8 to 80 Hz.
Source: FTA, 2006.

human annoyance to groundborne vibration. These criteria are primarily based on experience with rapid transit and commuter rail systems, and are discussed in greater detail in the regulations section of this document.

Railroad and transit operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of track. Trains generate substantial vibration due to their engines, steel wheels, heavy loads, and wheel-rail interactions.

Construction operations generally include a wide range of activities that can generate groundborne vibration, which varies in intensity depending on several factors. In general, blasting and demolition of structures, as well as pile driving and vibratory compaction equipment generate the highest vibrations. Because of the impulsive nature of such activities, the use of the peak particle velocity descriptor (PPV) has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. Vibratory compactors or rollers, pile drivers, and pavement breakers can generate perceptible amounts of vibration at up to 200 feet. Heavy trucks can also generate groundborne vibrations, which can vary, depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, etc., all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration from normal traffic flows on streets and freeways with smooth pavement conditions.

“Architectural” damage can be classified as cosmetic only, such as minor cracking of building elements, while “structural” damage may threaten the integrity of a building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to a building. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is in a high state of disrepair and the construction activity occurs immediately adjacent to the structure. Table 4.10-4 shows the criteria established by the FTA for the likelihood of structural damage due to vibration.

TABLE 4.10-4 GROUNDBORNE VIBRATION CRITERIA: ARCHITECTURAL DAMAGE

Building Category		PPV (in/sec)	L _v (VdB) ^a
I.	Reinforced concrete, steel, or timber (no plaster)	0.5	102
II.	Engineered concrete and masonry (no plaster)	0.3	98
III.	Non-engineered timber and masonry buildings	0.2	94
IV.	Buildings extremely susceptible to vibration damage	0.12	90

a. RMS velocity calculated from vibration level (VdB) using the reference of one micro-inch/second.
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2006.

Noise- and Vibration-Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Sensitive land uses within the City of Daly City include residences, schools, places of worship, and recreational areas. These uses are regarded as sensitive because they are where citizens most frequently engage in activities which are likely to be disturbed by noise, such as reading, studying, sleeping, resting, or otherwise engaging in quiet or passive recreation. Commercial and industrial uses are not considered noise- and vibration-sensitive uses for the purposes of this analysis since noise- and vibration-sensitive activities are less likely to be undertaken in these areas, and because these uses often themselves generate noise in excess of what they receive from other uses.

4.10.1.2 REGULATORY FRAMEWORK

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state, have established standards and ordinances to control noise. This section describes the regulatory framework related to noise and vibration in the vicinity of the Project site.

State Regulations

State of California Building Code

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, California Building Code. These noise standards are applied to new construction in California for the purpose of ensuring that the level of exterior noise transmitted to and received within the interior living spaces of buildings is compatible with their comfortable use. For new residential dwellings, hotels, motels, dormitories, and school classrooms, the acceptable interior noise limit for habitable rooms in new construction is 45 dBA CNEL or L_{dn}. Title 24 requires acoustical studies for residential development in areas exposed to more than 60 dBA CNEL to demonstrate that

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the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the Project to meet the 45 dBA noise limit.

State of California Land Use Compatibility Criteria

The State of California adopts suggested land use noise compatibility levels as part of its General Plan Update Guidelines. These suggested guidelines provide urban planners with an integral tool to gauge the compatibility of land uses relative to existing and future noise levels. The guidelines identify normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated into the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. The Land Use Compatibility Guidelines are shown in Table 4.10-5.

Local Regulations

Daly City 2030 General Plan Noise Element

The Noise Element of the City of Daly City 2030 General Plan sets forth goals, policies, and actions, shown in Table 4.10-6, to assess and control environmental noise. The Noise Element also sets forth land use compatibility guidelines for noise-sensitive land uses and outdoor activity areas. The City has adopted the State's Land Use Compatibility Guidelines, shown in Table 4.10-5 above. These compatibility guidelines are intended to ensure that new development proposals do not introduce excessive noise in a given location to the detriment of existing uses, and conversely, to discourage introducing new uses to existing noise sources.

Daly City Municipal Code

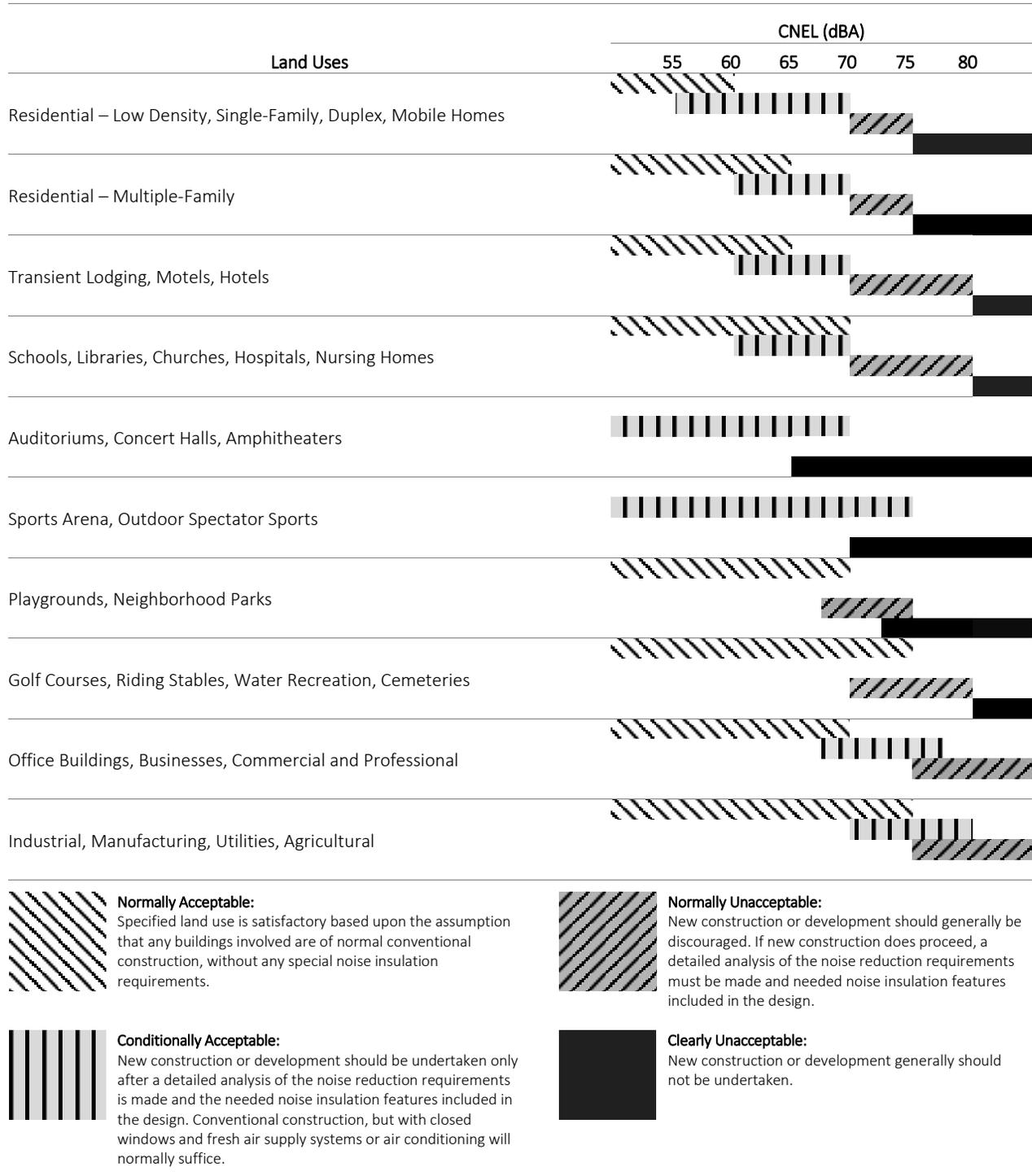
The City of Daly City Municipal Code contains regulations to protect residents from noise disturbances. Section 9.22.010 prohibits an individual from causing a disturbance such that it disturbs the peace off-site. Section 9.22.020 states that no person shall maintain, operate, or conduct any loudspeaker 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 PM and 6:00 AM no person shall cause, create, or permit any noise which may be heard beyond the confines of the property of origin. The municipal code does not define maximum sound level limits in quantitative terms.

Another noise regulation, Section 15.00.130, states that any home constructed after 1993 and located within the 65 CNEL (FAA approved) contour of the Aircraft Noise Soundproofing Project Area Map must be insulated to meet standards applied in noise insulation programs supported by the Federal Aviation Administration.

The Daly City Municipal Code does not contain regulations for the maximum sound level or hours of construction activities, nor does it contain vibration standards.

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TABLE 4.10-5 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS



Source: Office of Noise Control, Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976. Included in the Governor’s Office of Planning and Research, California, *General Plan Guidelines*, Appendix C, October 2003.

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TABLE 4.10-6 GOALS, POLICIES, AND ACTIONS OF THE DALY CITY 2030 GENERAL PLAN NOISE ELEMENT

Goal/Policy Number	Goal/Policy
Goal 1	Promote a noise environment that reflects a balance of the various City objectives while providing an environment that maintains a healthy living environment; fosters relaxation and recreation; is conducive to the work environment; and provides pleasant living conditions.
Policy NE-1	Use the future noise contour map to identify existing and potential noise impact areas.
Task NE-1.1	Use the existing and projected noise contours in conjunction with the State Office of Noise Control Guidelines (Guidelines) to identify areas where land use incompatibilities exist and to guide future noise sensitive development to appropriate and compatible locations.
Task NE-1.2	Use the existing and projected noise contours to identify existing noise impact areas that could benefit from noise insulation programs.
Policy NE-2	Use the State Office of Noise Control Guidelines as a guide to assess development that will need additional noise study and mitigations.
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 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.
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).
Task NE-3.2	Encourage noise insulation programs in areas that do not meet the current noise standard and ensure that future development is mitigated appropriately or avoided in areas where the noise levels exceed or is projected to exceed 70 dBA L_{eq} .
Policy NE-4	Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.
Task NE-4.1	When feasible, situate new parks and tot-lots away from busy streets or other known noise sources.
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.
Policy NE-6	Require new development to perform additional acoustical studies in noise environments that are identified as 'Conditionally Acceptable' or 'Normally Unacceptable' to the Guidelines.
Task NE-6.1	Require acoustical studies for new development through the discretionary review and California Environmental Quality Act processes, while paying particular attention to borderline noise environments. Conditions and mitigations, as appropriate, should be attached to projects.
Task NE-6.2	As part of the development of the new Commercial Mixed-Use zone, identify and codify, where possible, noise attenuation measures to assure that noise impacts by more intensive development to adjacent residential uses are reduced.
Policy NE-7	Require proposed intensification of development and proposed new development in noise environments identified as "Clearly Unacceptable" in the Guidelines to reduce ambient interior noise levels to 45 dBA CNEL.
Task NE-7.1	Either discourage new development or mitigate the noise impacts to it in areas identified as "Clearly Unacceptable" in the Noise Compatibility Guidelines.
Policy NE-8	Discourage noise sensitive land uses from locating in areas of inappropriate or high noise levels.

TABLE 4.10-6 GOALS, POLICIES, AND ACTIONS OF THE DALY CITY 2030 GENERAL PLAN NOISE ELEMENT

Goal/Policy Number	Goal/Policy
Task NE-8.1	Work to ensure that the outdoor ambient noise levels for uses such as day care centers, extended care facilities, and group care homes in residential neighborhoods not exceed 70 dBA CNEL. For such uses allowed by right, the City should encourage a potential care provider to maintain an appropriate noise environment.
Task NE-8.2	Continue to attach conditions of project approval to residential day care centers in excess of eight children through the administrative use permit process to maintain an appropriate noise environment.
Policy NE-9	Work to ensure that the expansion of or changes to existing land uses do not create additional noise impacts for sensitive receptors in the vicinity of the project from intensification or alteration of existing land uses by requiring applicants.
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.
Policy NE-10	Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors.
Policy NE-11	Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.
Task NE-11.1	Route any proposed land use policy actions, including new specific plans, zoning ordinances, general plan amendments, and rezoning involving land development to the Airport Land Use Commission in compliance with the Airport Land Use Plan.
Task NE-11.2	Require that development involving the construction of one or more dwelling units within the 65 dBA CNEL SFO noise contour to submit an aviation easement to the airport, when required by the Airport Land Use Commission. Specific aviation easement requirements shall be consistent with the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport. This requirement shall be implemented prior to final project approval or, if the project requires construction, prior to building permit issuance.
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.
Task NE-11.4	Ensure that all future development in Daly City complies with all relevant FAA standards and criteria for safety, regarding flashing lights, reflective building material, land uses that may attract large concentrations of birds, HVAC exhaust vents, thermal plumes, and uses that may generate electrical/electronic interference with aircraft communications and/or instrumentation.

Source: Daly City 2030 General Plan Noise Element.

4.10.1.3 EXISTING CONDITIONS

The Project site consists of an existing shopping center and associated parking lots. The Project site is bounded by I-280, Highway 1, Callan Boulevard, and Serramonte Boulevard, and is located approximately 5 miles northwest of San Francisco International Airport. Land uses surrounding the project area include a mix of single- and multi-family residential, office, commercial, and cemeteries. Tables 4.10-7 to 4.10-9 below show existing traffic noise levels on local roads during weekdays, weekends, and on Freeways during the weekdays.

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TABLE 4.10-7 EXISTING WEEKDAY TRAFFIC NOISE LEVELS

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Ft. (Dba CNEL)	Distance to Noise Contour (Feet)		
				70 Dba CNEL	65 Dba CNEL	60 Dba CNEL
Clarinada Avenue	St Francis Boulevard to ramps	6,650	64.0	20	43	93
Clarinada Avenue	Ramps to Callan Boulevard	5,580	63.7	19	41	88
Callan Boulevard	Southgate Avenue to Clarinada Avenue	8,040	64.10	23	49	106
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	9,300	65.5	25	54	116
Serramonte Boulevard	St Francis Boulevard to ramps	6,380	62.7	16	35	76
Serramonte Boulevard	Ramps to Callan Boulevard	6,940	63.1	17	37	80
Serramonte Boulevard	Callan Boulevard to entrance (Target)	9,400	64.4	21	45	98
Serramonte Boulevard	Entrance (Target) to Gellert Boulevard	11,300	65.2	24	51	111
Serramonte Boulevard	Gellert Boulevard to off-ramp	23,730	68.4	39	84	182
Serramonte Boulevard	Off-ramp to on-ramp	22,620	68.2	38	82	176
Serramonte Boulevard	On-ramp to Junipero Serra Boulevard	17,270	67.0	32	68	147
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	17,660	70.2	52	112	241
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	9,020	63.5	19	40	86
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	17,350	70.0	50	108	233
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	18,540	70.3	52	113	243
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	13,230	67.4	34	73	156
Hickey Boulevard	Callan Boulevard to Gellert Boulevard	11,520	66.8	31	66	143
Hickey Boulevard	Gellert Boulevard to ramps	24,140	70.0	50	108	234
Hickey Boulevard	Ramps to Imperial Way	23,480	69.9	49	106	229
Hickey Boulevard	Imperial Way to Junipero Serra Boulevard	19,090	69.0	43	93	200
Callan Boulevard	Hickey Boulevard to Wembley Drive	6,830	62.3	15	33	72
Gellert Boulevard	Hickey Boulevard to Wembley Drive	11,860	64.7	22	48	103

Notes: Noise level contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

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TABLE 4.10-8 EXISTING SATURDAY TRAFFIC NOISE LEVELS

Roadway	Segment	Daily Traffic Volumes	Noise Level at 50 Ft. (Dba CNEL)	Distance to Noise Contour (Feet)		
				70 Dba CNEL	65 Dba CNEL	60 Dba CNEL
Clarinada Avenue	St Francis Boulevard to ramps	4,230	62.1	15	32	69
Clarinada Avenue	Ramps to Callan Boulevard	4,610	62.9	17	36	77
Callan Boulevard	Southgate Avenue to Clarinada Avenue	6,270	63.8	19	41	89
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	7,630	64.6	22	47	102
Serramonte Boulevard	St Francis Boulevard to ramps	6,040	62.5	16	34	73
Serramonte Boulevard	Ramps to Callan Boulevard	7,970	63.7	19	41	88
Serramonte Boulevard	Callan Boulevard to entrance (Target)	9,600	64.5	21	46	99
Serramonte Boulevard	Entrance (Target) to Gellert Boulevard	14,320	66.2	28	60	130
Serramonte Boulevard	Gellert Boulevard to off-ramp	30,180	69.4	46	99	213
Serramonte Boulevard	Off-ramp to on-ramp	29,580	69.4	45	98	210
Serramonte Boulevard	On-ramp to Junipero Serra Boulevard	22,530	68.2	38	81	175
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	25,100	71.8	66	141	305
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	8,220	63.1	17	38	81
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	21,770	71.0	58	126	271
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	19,240	70.5	54	116	249
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	12,100	67.0	32	68	147
Hickey Boulevard	Callan Boulevard to Gellert Boulevard	11,340	66.8	30	66	141
Hickey Boulevard	Gellert Boulevard to ramps	24,720	70.1	51	110	237
Hickey Boulevard	Ramps to Imperial Way	24,330	70.1	51	109	235
Hickey Boulevard	Imperial Way to Junipero Serra Boulevard	19,860	69.2	44	95	205
Callan Boulevard	Hickey Boulevard to Wembley Drive	5,980	61.8	14	30	65
Gellert Boulevard	Hickey Boulevard to Wembley Drive	12,580	65.0	23	50	107

Notes: Noise level contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

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TABLE 4.10-9 EXISTING FREEWAY TRAFFIC NOISE LEVELS

Roadway	Segment	Daily Traffic Volumes	Noise Level At 100 Ft. (Dba CNEL)	Distance to Noise Contour (Feet)		
				75 dba CNEL	70 Dba CNEL	65 Dba CNEL
I-280	Vicinity of Hickey Boulevard	180,000	82.7	324	699	1506
Highway 1	vicinity of Clarinada Avenue	65,000	76.9	133	287	618

Notes: Noise level contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

Project and Nearby Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, hospital facilities, houses of worship, and open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Commercial and industrial uses are not considered noise- and vibration-sensitive uses.

The Project would include restaurant and retail uses, an 10-screen cinema complex, a medical building, a hotel, a parking garage, and continued use of existing parking lots; none of the new or continued uses under the project are regarded as noise-sensitive. Surrounding land uses consist of single- and multi-family residential to the west and south; commercial retail to the east, west, and south; offices to the north; and cemeteries to the south of the project area.

Nearby Noise Sources

On-Road Vehicles

On-road vehicles represent the most prominent source of noise in the project area, and the majority of traffic and resultant noise are associated with Interstate 280. Other roadways which generated relatively high amounts of noise included Highway 1, Gellert Boulevard, Junipero Serra Boulevard, and Serramonte Boulevard, which serves as a primary entrance to the shopping center.

Airports

San Francisco International Airport is located approximately 5 miles to the southeast of the Project site and is a source of noise, primarily from airplane takeoffs and landings. During relatively quiet periods and depending on weather conditions, the sound of jet engines may be readily discernible. In general, noise from aircraft makes a relatively minor contribution to the overall noise environment.

Stationary-Source Noise

Stationary-source noise from commercial operations within and surrounding the Project site result primarily from mechanical sources and systems, including heaters, ventilation systems, pumps, compressors, air conditioning (HVAC), and refrigeration.

4.10.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, these are not discussed in this chapter.

- Expose people residing or working in the vicinity of the Project to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport.
- Expose people residing or working in the vicinity of the Project to excessive noise levels, for a project within the vicinity of a private airstrip.

Based on the Initial Study it was determined that the Project could result in a significant noise impact if it would:

1. Expose people to or generate noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies.
2. Expose people to or generate excessive groundborne vibration or groundborne noise levels.
3. Result in a substantial permanent increase in ambient noise levels in the vicinity of the Project above levels existing without the Project.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the vicinity of the Project above levels existing without the Project.

4.10.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts in regard to noise. This discussion is organized by and responds to each of the potential impacts identified in the Standards of Significance.

NOISE-1	The Project could expose people to or generate noise levels in excess of standards established in the General Plan or the Municipal Code, and/or the applicable standards of other agencies.
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Noise is regulated by numerous codes and ordinances across federal, State, and local agencies. In addition, the City of Daly City regulates noise disturbances through the Municipal Code. The Project proposes to redevelop and expand the

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Serramonte Shopping Center. Buildout is anticipated to take up to ten years. Under the Project, land use on the Site would remain commercial; however, the mix of commercial uses would change to include a cinema, a hotel, and a medical office building. Additional attendant modifications to the Project site would include upgrading the main entry road off Serramonte Boulevard at Gellert Boulevard and the property's loop road with improved landscaping and lighting. The following discusses potential noise impacts associated with operation of the project to nearby uses, and land use compatibility with the future ambient noise.

Non-Transportation Sources Operational Noise

Ongoing operations of the retail and restaurant uses, as well as the new cinema use, would include noise-generating activities and equipment that are similar to those that currently exist on the site; these would potentially include landscaping, maintenance, truck loading/unloading, HVAC systems, and patrons' use of the shopping center and associated parking lots. The following discusses activities from the project that may potentially result in noise impacts and how they may conflict with standards in the City's General Plan and Municipal Code.

Landscaping, maintenance, and vehicle loading/unloading are all intermittent activities that typically occur with commercial land uses. The frequency, intensity, and duration of these activities varies depending on the nature of the commercial use, and the Project is anticipated to result in all these activities from time to time.

Landscaping and Building Maintenance

The Project would keep the same land use and would add buildings to the existing footprint. It would not add a substantial amount of landscaped area compared to the current Site. It is thus anticipated that landscaping and building maintenance activity would not substantially increase compared to existing activity. The Project would therefore not cause a perceptible noise increase related to landscaping and building maintenance activities.

HVAC Systems

HVAC unit noise is mostly related to the operation of the rooftop and ground-level units, which include fans and condensers. HVAC units currently operate on the Project site due to existing retail and commercial uses. New buildings would increase the number of HVAC units operating on the site, and would place them closer to the boundary of the Project site. However, noise-sensitive residential uses within the vicinity of the Project are located at least 175 feet from the edge of the proposed structures, and are located between Highway 1 and Callan Boulevard. Due to distance attenuation and traffic noise, noise from HVAC units would be less than the ambient noise levels. Therefore, noise from the operation of the HVAC units would result in a less than significant noise impact for the nearest noise sensitive uses.

Truck Deliveries

Deliveries currently occur at existing commercial uses on the Project site. Under the Project, new commercial uses and tenants would use existing and new loading docks. No further details on loading dock placement are available at the time of the writing of this EIR. While a slight increase in truck delivery would occur, no noise impacts are anticipated, as the retail buildings on the Project site would continue to be located over 500 feet from the nearest residential areas. Retail uses are not expected to require long durations of loading and unloading activity. The medical offices would not include loading docks. Due to distance attenuation and existing traffic noise on I-280 and Highway 1 in the vicinity of the residences that

would overshadow noise from the truck loading docks, little if any noise from delivery activity would reach nearby sensitive receptors. Potential noise impacts from truck deliveries would be less than significant.

Patron and Parking Lot Activity

Shopping centers and commercial uses in general often experience noise resulting directly from their patrons' arrivals, departures, and other activities. In parking lots, such noise is often the result of car horns, vehicle door slams, and running engines; human speech is also frequently a notable source of noise throughout shopping centers and their parking areas. Parking lot activity is an existing source of noise on the Project site, however, the Project proposes to reconfigure certain parking areas and add a parking garage on the west side of the Project site. The addition of a cinema will likely result in increased nighttime and weekend activity. As the cinema would be located on the western side of the Project site, attendees would likely park on the western side of the site and in the parking structure. Although there may be increased parking lot activity, there would remain a distance of more than 400 feet between parking lots and the nearest residential receptors. Due to distance attenuation, traffic noise on roads ambient noise levels, it would be extremely unlikely for an increase in noise levels to be experienced at residential properties due to parking lot activity. Therefore, impacts in this regard would be *less than significant*.

Implementation of the Project would not result in any new types of stationary noise, and would not result in a substantial increase over existing noise levels at the Project site. Additionally, distance attenuation and high ambient noise levels at nearby sensitive receptors due to traffic noise from Highway 1 and I-280 make it highly unlikely that an increase in noise levels would be experienced at nearby residences. The Project would not violate Policy NE-9 of the Noise Element or Chapter 9.22 of the Municipal Code. Therefore, impacts would be *less than significant*.

Ambient Noise and Land Use Compatibility

The land use noise compatibility guidelines in the City's General Plan Noise Element lists the development of new retail and commercial uses as "Normally Acceptable" for ambient noise levels of up to 70 dBA CNEL, and "Conditionally Acceptable" for ambient noise levels up to 77 dBA CNEL. For the development of new hotel uses, noise levels ranging from 60 to 70 dBA CNEL is considered "Conditionally Acceptable", and ambient noise levels ranging from 70 to 80 dBA CNEL is considered "Normally Unacceptable".

Policy NE-5 directs the City to maintain a standard of 75 dBA CNEL for office, commercial, and professional areas. Task NE-5.1 States that "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." The proposed hotel on the northern end and retail buildings in the Southeast Quadrant would be located 220 feet and 250 feet, respectively, from the centerline of I-280, and would be within the 75 CNEL contour. Therefore, the Project would be required to perform an evaluation for noise compatibility, in order to comply with Title 24 requirements. Title 24 requires acoustical studies for residential development, including hotels, in areas exposed to more than 60 dBA CNEL to demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels of 45 dBA CNEL or L_{dn} . Where exterior noise levels are projected to exceed 60 dBA CNEL or L_{dn} at the façade of a building, a report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the Project to meet the 45 dBA noise limit. Normal construction methods will provide enough noise reduction that the resulting interior noise levels would be acceptable for

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retail uses. The other new buildings, which would all be categorized as retail, commercial, and office uses, would be constructed outside of the 75 dBA CNEL contours. No noise study would be required for the buildings in the Southeast Quadrant, since they are retail uses.

However, the proposed hotel uses would be located within the 75 dBA CNEL noise contour level due to traffic noise on nearby roads and freeways. The proposed hotel uses would be in an area exposed to noise levels considered “conditionally unacceptable” according to the Noise Element land use compatibility. Typical building construction normally provides an exterior-to-interior noise reduction of approximately 20 dBA. Therefore, normal building construction may not provide sufficient noise reduction to hotel rooms to comply with the required interior noise level of 45 dBA CNEL. Without mitigation, this would be a *significant* impact.

IMPACT NOISE-1: Development of the hotel uses in proximity of Freeways may result in interior noise levels at hotel rooms in excess of 45 dBA CNEL, as required by Title 24.

Mitigation Measure NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.

Significance After Mitigation: Less than significant.

NOISE-2	The Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.
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CEQA does not specify quantitative thresholds for what is considered “excessive” vibration or ground-borne noise. Neither the City of Daly City nor San Mateo County establishes such thresholds. Therefore, based on criteria from the FTA, a significant impact would occur if:

- Implementation of the Project would result in vibration exceeding the criteria presented in Table 4.10-3 that could cause buildings architectural damage.
- Implementation of the Project would exceed the criteria for annoyance presented in Table 4.10-4.

The following discusses short-term construction and long-term operations impacts from implementation of the Project:

Short-Term Construction Vibration Impacts

Project demolition and construction would take place periodically over the ten-year buildout timeline. The timeline is intended to provide flexibility and allow the Shopping Center to be responsive to market needs and development trends. As stated in Chapter 3, Project Description, the existing buildings on the northern portion of the Project site would include 12,500 square feet of demolition and proposes new retail up to 84,500 square feet and a new

five-story, 75,000-square-foot hotel. Existing buildings in the Southeast Quadrant would include demolition of 15,545 square feet and proposes up to 89,600 square feet of retail uses. 65,000 square feet of medical offices and 78,000 square feet of retail would be constructed in the southwest corner of the Project site. Additionally, a 47,000-square-foot cinema is proposed above the existing 20,000-square-foot fitness center, which would include 2,955 of demolition to accommodate the cinema. Further, a 40,000-square-foot Dave and Buster's and 30,500 square feet of ancillary retail and restaurant use would be constructed between Dick's Sporting Goods and Target, which would include 22,000 square feet of demolition. Also, 12,000 square feet of restaurant space would occur adjacent to the east entrance of Macy's, as well as a four-story, 348,000-square-foot parking garage adjoining the existing mall. For the purposes of construction analysis, it has been assumed that activity will take place in two main phases, for a period of 12 months in 2016/2017 and 12 months in 2020/2021, with all construction finished by 2022. Any construction-related vibration would be therefore limited to this timeframe and would also be limited geographically to the areas closest to vibration-intensive construction activities. Construction activities are planned to include demolition, site preparation work, grading, building construction, and paving.

The effect on buildings in the vicinity of a construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but groundborne vibration and groundborne noise can reach perceptible and audible levels in buildings that are very close to the construction site.

As shown in Table 4.10-10, which lists vibration levels for construction equipment, pile driving is the construction technique with the greatest potential to generate high ground vibration levels and is of primary concern in regard to structural damage; particularly when it occurs within 100 feet of structures. Vibration levels generated by pile driving activities vary depending on site-specific conditions, such as soil characteristics, construction methods, and equipment used. Other construction activities, such as caisson drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and the use of rolling stock equipment (tracked vehicles, compactors, etc.) may also potentially generate substantial vibration in the immediate vicinity.

Given that demolition and construction for the Project would not include pile driving, the potential for annoying or damaging vibration from Project construction activities is related to the use of heavy earthmoving equipment, vibratory rollers, and jackhammers. Grading and demolition activities typically generate the highest vibration levels during construction activities. Except for pile driving, maximum vibration levels measured at a distance of 25 feet from an individual piece of typical construction equipment rarely exceed the thresholds for human annoyance for office and other non-sensitive uses (i.e. 84 VdB) or the thresholds for architectural damage at any type of receptor land use (i.e. 0.2 to 0.5 RMS velocity in inches per second).

The nearest off-site buildings are offices across Southgate Avenue, 130 feet north of the nearest location for a building to be demolished and built. At this distance, vibration levels would not exceed 0.018 RMS velocity in inches per second, which is well below the threshold for structural damage. In terms of annoyance, levels could potentially reach 80 VdB, which would be below the threshold of 84 VdB for annoyance at office uses. The nearest residential properties are located at a distance of at least 175 feet from the nearest structure to be demolished or constructed, and it is thus regarded as extremely unlikely that construction would result in levels of vibration that would be perceptible, let alone damaging, at nearby off-site sensitive receptors. Existing buildings on the Project site may be exposed to vibration levels that exceed the annoyance

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TABLE 4.10-10 GROUNDBORNE VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate RMS ^a Velocity at 25 Feet (inch/sec)
Pile Driver (Impact) Upper Range	112	1.518
Pile Driver (Impact) Lower Range	104	0.644
Pile Driver (Sonic) Upper Range	105	0.734
Pile Driver (Sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076
FTA Criteria – Human Annoyance (Daytime)	78 to 90 ^b	—
FTA Criteria – Structural Damage	—	0.2 to 0.5 ^c

a. RMS velocity calculated from vibration level (VdB) using the reference of 1 micro-inch/second.

b. Depending on affected land use. For residential 78 VdB, for offices 84 VdB, workshops 90 VdB.

c. Depending on affected building structure, for timber and masonry buildings 0.2 in/sec, for reinforced concrete, steel, or timber 0.5 in/sec.

Source: Federal Transit Administration, Transit Noise, and Vibration Impact Assessment, 2006.

threshold when demolition or construction activities are taking place nearby. However, all of the current uses on the Project site are retail and commercial, which are not vibration-sensitive uses. Vibration levels may reach levels of annoyance at portions of the Shopping Center immediately adjacent from where demolition and grading activities occur. In general, construction would be localized, would occur intermittently and variably, and would only occur for relatively short periods of time, these occurrences would not interfere with business activities at the Shopping Center.

Given that construction and demolition activities related to the Project would not make use of the most vibration-intensive construction equipment, given that most off-site sensitive receptors and structures are located at sufficient distance from construction areas so as to prevent vibration impacts, and given that on-site uses are not vibration-sensitive, construction-related vibration would therefore result in a *less-than-significant* impact with respect to both annoyance and architectural damage.

Vibration Related to Operations

The Project includes a hotel and commercial land uses, including retail, restaurants, and a movie theater. None of these uses are typically associated with the potential generation of perceptible and/or potentially damaging levels of vibration.

Applicable Regulations:

- City of Daly City 2030 General Plan Noise Element
- City of Daly City Municipal Code Chapter 9.22, Disturbing the Peace

Significance Before Mitigation: Less than significant.

NOISE-3 The Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.

CEQA does not define what noise level increase would be considered substantial; however, the common practice in impact assessments generally considers any 5 dBA or greater increase due to the project to be substantial, and considers a 3 dBA or greater increase due to the project to be substantial, if the resulting noise level would be in excess of an applicable ambient noise level standard. Although neither the Daly City 2030 General Plan Noise Element nor the Daly City Municipal Code explicitly establish thresholds for substantial permanent noise increases, the Noise Element includes references which support the use of these criteria. Specifically, the Daly City Noise Element identifies 3 dBA and 5 dBA as the increases that are, respectively, “barely perceptible” and “clearly noticeable” by the human ear. In the absence of explicit thresholds and given the implicit support of the Noise Element, the 5 and 3 dBA project-related thresholds are used in this EIR for evaluating substantial permanent increases to ambient noise levels.

Stationary Noise

As discussed under Impact NOISE-1 above, stationary noise sources associated with the Project would not result in significant increases above existing ambient noise levels.

Transportation-Related Noise

On-Road Vehicle Noise

The renovated structures, commercial uses, and tenants under the Project are anticipated to attract additional patronage to the Serramonte Shopping Center, with most of the visitors arriving by private automobile. As such, the Project is anticipated to generate additional traffic in the Project vicinity, and this increased traffic could result in higher ambient noise levels. Noise would be generated by vehicles as they arrive and depart from the parking areas associated with the Project, with sensitive receptors near parking entrances experiencing the greatest potential impact.

Since this Project includes a cinema, and the continued presence of both restaurants and large retailers with a regional draw, it is important to consider the unique characteristics and interactions of these uses. Unlike retail uses, which experience peak use during the midday and afternoon hours on weekends, or restaurant uses, which would have the highest use in the early to mid-evening hours, cinemas tend to experience their highest use in the mid to late evening hours, most notably on Friday and Saturday nights. It is therefore important to consider not only the overall increases to traffic noise that would result from all the uses and tenants under the Project, but also how noise from traffic would be impacted at various times of day.

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For the purpose of modeling noise from on-road vehicles, it was assumed that the vehicle mix would remain the same as under the existing conditions. These assumptions are consistent with those in the traffic report. Tables 4.10-11 through 4.10-14 illustrate the anticipated weekday and Saturday noise increases on local roads due to implementation of the Project for baseline and long range scenarios. Noise increases on Freeways would be negligible, as project traffic would be a fraction of traffic on the Freeways, not resulting in a substantial noise increase due to additional traffic.

As shown in Tables 4.10-11 through 4.10-14, in no scenario would implementation of the Project result in noise level increases greater than 1.2 dBA. Therefore, the Project would not exceed the threshold of a 3 dBA increase, and would result in less-than-significant impacts.

Applicable Regulations:

- City of Daly City 2030 General Plan Noise Element
- City of Daly City Municipal Code

Significance Before Mitigation: Less than significant.

NOISE-4	The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.
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Development of the Project would have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity. Noise from construction equipment and various construction-related activities is frequently a cause of temporary or periodic increases in ambient noise levels. Temporary or periodic increases in ambient noise levels under the Project would chiefly result from construction activities associated with demolition and construction. Table 4.10-15 below shows typical noise levels generated by commonly-used pieces of construction equipment.

As mentioned above in *Short-Term Construction Vibration Impacts*, Project demolition and construction would take place periodically over the ten-year buildout timeline. The timeline is intended to provide flexibility and allow the Shopping Center to be responsive to market needs and development trends. Any construction-related noise would be therefore most likely be limited to this timeframe and would also be limited geographically to the areas closest to the loudest construction activities. Construction activities are planned to include demolition, site preparation work, grading, building construction, and paving.

The apartments across Callan Boulevard are the closest noise-sensitive receptors to the construction of new buildings at a distance of 175 feet. Other nearby noise-sensitive receptors include the apartments on Philip Drive (475 feet from nearest construction), Serra Commons Apartments (550 feet), residences on Clarinada Avenue (600 feet), homes on Cerro Drive (700 feet), and apartments on Innisfree Drive (750 feet). Table 4.10-16 below presents the noise levels that can be expected at the closest receptors to the Project site when construction activities are taking place at the area of the Project site nearest to the respective receptors.

NOISE

TABLE 4.10-11 BASELINE CONDITIONS PROJECT OFF-SITE CONTRIBUTIONS – WEEKDAY

Roadway	Segment	CNEL at 50 Feet (dBA)			
		No Project	With Project	Project Contribution	Potential Impact?
Clarinada Avenue	St Francis Boulevard to ramps	64.1	64.2	0.1	no
Clarinada Avenue	Ramps to Callan Boulevard	63.7	64.5	0.8	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	64.10	65.6	0.7	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	65.5	66.1	0.6	no
Serramonte Boulevard	St Francis Boulevard to ramps	62.7	62.7	0.0	no
Serramonte Boulevard	Ramps to Callan Boulevard	63.1	62.8	-0.3	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	64.4	64.10	0.5	no
Serramonte Boulevard	Entrance (Target) to Gellert Boulevard	65.2	66.1	0.9	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	68.4	68.8	0.4	no
Serramonte Boulevard	Off-ramp to on-ramp	68.2	68.5	0.3	no
Serramonte Boulevard	On-ramp to Junipero Serra Boulevard	67.1	67.4	0.3	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	70.2	70.9	0.7	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.5	63.6	0.1	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	70.0	70.0	0.0	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	70.3	70.6	0.3	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	67.4	67.5	0.1	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

The Daly City Municipal Code contains no provisions related to construction hours or noise levels. However, Project construction will follow all applicable regulations set forth in Title 15, Buildings and Construction, of the Municipal Code.

Due to proximity, some areas within the Shopping Center may be exposed to high noise levels.

Buildings on the Project site that would be in use during construction activities would be exposed to higher noise levels than off-site receptors. However, as the commercial uses on the Project site are not considered noise-sensitive, no significant impacts would occur.

NOISE

TABLE 4.10-12 BASELINE CONDITIONS PROJECT OFF-SITE CONTRIBUTIONS - SATURDAY

Roadway	Segment	CNEL at 50 feet (dBA)			
		No Project	With Project	Project Contribution	Potential Impact?
Clarinada Avenue	St Francis Boulevard to ramps	62.1	62.3	0.2	no
Clarinada Avenue	Ramps to Callan Boulevard	63.0	63.7	0.7	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	63.9	64.7	0.8	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	64.7	65.5	0.8	no
Serramonte Boulevard	St Francis Boulevard to ramps	62.5	62.5	0.0	no
Serramonte Boulevard	Ramps to Callan Boulevard	63.7	64.2	0.5	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	64.5	65.1	0.6	no
Serramonte Boulevard	Entrance (Target) to Gellert Boulevard	66.3	66.7	0.4	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	69.5	69.8	0.3	no
Serramonte Boulevard	Off-ramp to on-ramp	69.4	69.6	0.2	no
Serramonte Boulevard	On-ramp to Junipero Serra Boulevard	68.2	68.5	0.3	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	71.8	72.2	0.4	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.1	63.2	0.1	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	71.0	71.0	0.0	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	70.5	70.8	0.3	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	67.1	67.2	0.1	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

The apartments across Callan Drive are located approximately 250 feet from Highway 1 from the construction site of the proposed medical offices in the southwest corner of the site. Due to proximity to the freeway, the nearest apartments are exposed to ambient noise levels above 70 dBA CNEL. Without the effects of topography, construction and demolition activities could produce an average noise level of 69 dBA during the loudest construction phases of demolition and grading, and a maximum noise levels up to 79 dBA L_{max} . It shall be noted that the construction site for the medical offices on the southwest corner is at a lower elevation than the apartments. The topography would provide shielding, greatly reducing noise levels from construction equipment at the project site, so the estimated noise levels would be less than the levels presented above. Due to distance and shielding provided by topography, noise from construction activities would not

TABLE 4.10-13 LONG RANGE CONDITIONS PROJECT OFF-SITE CONTRIBUTIONS - WEEKDAY

Roadway	Segment	CNEL at 50 feet (dBA)			
		No Project	With Project	Project Contribution	Potential Impact?
Clarinada Avenue	St Francis Boulevard to ramps	64.3	64.5	0.2	no
Clarinada Avenue	ramps to Callan Boulevard	65.1	65.7	0.6	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	65.3	66.5	1.2	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	66.5	67.0	0.5	no
Serramonte Boulevard	St Francis Boulevard to ramps	64.6	64.6	0.0	no
Serramonte Boulevard	ramps to Callan Boulevard	65.1	65.4	0.3	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	66.3	66.7	0.4	no
Serramonte Boulevard	entrance (Target) to Gellert Boulevard	66.9	67.5	0.6	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	69.2	69.5	0.3	no
Serramonte Boulevard	off-ramp to on-ramp	69.2	69.4	0.2	no
Serramonte Boulevard	on-ramp to Junipero Serra Boulevard	68.3	68.6	0.3	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	71.3	71.8	0.5	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.7	63.7	0.0	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	70.4	70.5	0.1	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	71.8	71.9	0.1	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	68.2	68.2	0.0	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

expose noise-sensitive receptors to noise levels significantly higher than ambient noise levels. Impacts would be less than significant at this receptor.

Apartments along Philip Drive are less than 200 feet from I-280, and would have ambient noise levels above 75 dBA CNEL. As construction and demolition activities would occur at distance of approximately 475 feet away, they would produce maximum noise levels up to 70 dBA L_{max} at the nearest receptors. As noise from construction would dissipate with distance to the nearest receptors at 475 feet away, and because traffic noise from Interstate 280 would overshadow noise from construction activities, noise impacts at that location would be less than significant.

NOISE

TABLE 4.10-14 LONG RANGE CONDITIONS PROJECT OFF-SITE CONTRIBUTIONS - SATURDAY

Roadway	Segment	CNEL at 50 feet (dBA)			Potential Impact?
		No Project	With Project	Project Contribution	
Clarinada Avenue	St Francis Boulevard to ramps	62.4	62.6	0.2	no
Clarinada Avenue	ramps to Callan Boulevard	64.3	64.10	0.6	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	64.3	65.0	0.7	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	65.8	66.3	0.5	no
Serramonte Boulevard	St Francis Boulevard to ramps	64.4	64.4	0.0	no
Serramonte Boulevard	ramps to Callan Boulevard	65.7	66.0	0.3	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	66.7	67.0	0.3	no
Serramonte Boulevard	entrance (Target) to Gellert Boulevard	67.9	68.2	0.3	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	70.2	70.5	0.3	no
Serramonte Boulevard	off-ramp to on-ramp	70.3	70.5	0.2	no
Serramonte Boulevard	on-ramp to Junipero Serra Boulevard	69.6	69.6	0.0	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	72.0	73.2	1.2	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.5	63.6	0.1	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	71.5	71.5	0.0	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	72.1	72.3	0.2	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	67.8	67.9	0.1	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

Given that construction activities would produce noise levels below ambient noise levels at other receptors located at 550 feet away and beyond from any construction site, and traffic noise would generally overshadow noise from construction activities, noise impacts from construction of other phases of the project would be less than significant.

Since construction and demolition activities would not result in substantial temporary or periodic increases to ambient noise levels at any noise-sensitive receptors in the Project vicinity, the impact would be less than significant.

TABLE 4.10-15 CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS

Construction Equipment	Typical Noise Level (Dba) at 50 Feet	Construction Equipment	Typical Noise Level (Dba) at 50 Feet
Air Compressor	81	Pile-Driver (Impact)	101
Backhoe	80	Pile-Driver (Sonic)	96
Ballast Equalizer	82	Pneumatic Tool	85
Ballast Tamper	83	Pump	76
Compactor	82	Rail Saw	90
Concrete Mixer	85	Rock Drill	98
Concrete Pump	71	Roller	74
Concrete Vibrator	76	Saw	76
Crane, Derrick	88	Scarifier	83
Crane, Mobile	83	Scraper	89
Dozer	85	Shovel	82
Generator	81	Spike Driver	77
Grader	85	Tie Cutter	84
Impact Wrench	85	Tie Handler	80
Jack Hammer	88	Tie Inserter	85
Loader	85	Truck	88
Paver	89		

Source: Federal Transit Administration, Transit Noise, and Vibration Impact Assessment, 2006.

TABLE 4.10-16 CONSTRUCTION NOISE LEVELS AT NEAREST NOISE-SENSITIVE RECEPTORS

Noise Levels	Distance To Receptor				
	Apartments across Callan Boulevard 175 Feet	Apartments along Phillip Drive 475 Feet	Serra Commons Apartments 550 Feet	Residences on Clarinada Avenue 600 Feet	Homes on Cerro Drive 700 Feet
Average (dBA L _{eq})	66-69	61-64	60-63	60-62	58-61
Maximum (dBA L _{max})	73-79	64-70	63-69	62-68	61-67

Notes: Conservative scenario not taking into account effects of topography.
Source: PlaceWorks, 2015.

NOISE

Applicable Regulations:

- City of Daly City 2030 General Plan Noise Element
- City of Daly City Municipal Code Chapter 9.22, Disturbing the Peace
- City of Daly City Municipal Code Title 15 – Buildings and Construction

Significance Before Mitigation: Less than Significant.

4.10.4 CUMULATIVE IMPACTS

NOISE-5	Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would not result in additional cumulatively considerable noise, or ground-borne noise and vibration impacts.
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Mobile Source Noise

Tables 4.10-17 and 4.10-18 show the weekday and Saturday overall noise level increases and project contributions.

The difference in traffic noise between the existing environment and long range 2035 conditions represents cumulative noise impacts, whereas the difference between the Without Project and With Project conditions represents the project's contribution to cumulative noise increases. Project-related cumulative noise impacts may occur if the project's contribution to cumulative noise increases results in a substantial noise increase greater than 3 dBA in comparison to existing conditions, and the overall increase (long term – existing) is greater than 5 dBA. As illustrated in Tables 4.10-17 and 4.10-18, none of the roadways in the Project vicinity, including those which directly serve parking area drive ways, would experience an increase in ambient noise levels equal to or greater than 3 dBA, even under the most conservative assumptions.

Stationary Source Noise

Unlike transportation noise sources, whose effects can extend well beyond the limits of the Project site, stationary noise generated by the project is limited to impacts to noise-sensitive receptors adjacent to the project site. As no noise-sensitive uses are located adjacent to the project site, and no significant stationary noise impacts from project implementation were identified and the City Daly City restricts stationary noise generated on a property from creating a nuisance to other noise-sensitive receptors, cumulative stationary source noise generation would also be *less than significant*.

Construction Noise and Vibration

Like stationary source noise, cumulative construction noise and vibration impacts are confined to a localized area. Consequently, cumulative impacts would only occur if other projects are constructed in the vicinity of the project at the same time as the project. Although adjacent properties are developed, there is known project application for development

TABLE 4.10-17 WEEKDAY PROJECT CONTRIBUTIONS

Roadway	Segment	Baseline	CNEL at 50 Feet (Dba)			Potential Impact?
			Long Range Plus Project	Overall Increase	Project Contribution	
Clarinada Avenue	St Francis Boulevard to ramps	64.1	64.5	0.4	0.1	no
Clarinada Avenue	ramps to Callan Boulevard	63.7	65.7	1.9	0.8	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	64.10	66.5	1.6	0.7	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	65.5	67.0	1.5	0.6	no
Serramonte Boulevard	St Francis Boulevard to ramps	62.7	64.6	1.9	0.0	no
Serramonte Boulevard	ramps to Callan Boulevard	63.1	65.4	2.3	-0.3	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	64.4	66.7	2.3	0.5	no
Serramonte Boulevard	entrance (Target) to Gellert Boulevard	65.2	67.5	2.2	0.9	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	68.4	69.5	1.1	0.4	no
Serramonte Boulevard	off-ramp to on-ramp	68.2	69.4	1.2	0.3	no
Serramonte Boulevard	on-ramp to Junipero Serra Boulevard	67.1	68.6	1.5	0.3	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	70.2	71.8	1.6	0.7	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.5	63.7	0.2	0.1	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	70.0	70.5	0.4	0.0	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	70.3	71.9	1.6	0.3	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	67.4	68.2	0.8	0.1	no
Hickey Boulevard	Callan Boulevard to Gellert Boulevard	66.8	67.6	0.7	0.0	no
Hickey Boulevard	Gellert Boulevard to ramps	70.1	70.7	0.7	0.0	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

NOISE

TABLE 4.10-18 SATURDAY PROJECT CONTRIBUTIONS

Roadway	Segment	Baseline	CNEL at 50 Feet (Dba)			Potential Impact?
			Long-Range Plus Project	Overall Increase	Project Contribution	
Clarinada Avenue	St Francis Boulevard to ramps	62.1	62.6	0.5	0.2	no
Clarinada Avenue	Ramps to Callan Boulevard	63.0	64.10	1.9	0.7	no
Callan Boulevard	Southgate Avenue to Clarinada Avenue	63.9	65.0	1.1	0.8	no
Callan Boulevard	Clarinada Avenue to Serramonte Boulevard	64.7	66.3	1.6	0.8	no
Serramonte Boulevard	St Francis Boulevard to ramps	62.5	64.4	2.0	0.0	no
Serramonte Boulevard	Ramps to Callan Boulevard	63.7	66.0	2.3	0.5	no
Serramonte Boulevard	Callan Boulevard to entrance (Target)	64.5	67.0	2.5	0.6	no
Serramonte Boulevard	Entrance (Target) to Gellert Boulevard	66.3	68.2	1.9	0.4	no
Serramonte Boulevard	Gellert Boulevard to off-ramp	69.5	70.5	1.0	0.3	no
Serramonte Boulevard	Off-ramp to on-ramp	69.4	70.5	1.1	0.2	no
Serramonte Boulevard	On-ramp to Junipero Serra Boulevard	68.2	69.6	1.4	0.3	no
Gellert Boulevard	Serramonte Boulevard to Hickey Boulevard	71.8	73.2	1.3	0.4	no
Callan Boulevard	Serramonte Boulevard to Hickey Boulevard	63.1	63.6	0.5	0.1	no
Junipero Serra Boulevard	Southgate Avenue to Serramonte Boulevard	71.0	71.5	0.5	0.0	no
Junipero Serra Boulevard	Serramonte Boulevard to Hickey Boulevard	70.5	72.3	1.8	0.3	no
Hickey Boulevard	Skyline Boulevard to Callan Boulevard	67.1	67.9	0.8	0.1	no
Hickey Boulevard	Callan Boulevard to Gellert Boulevard	66.8	67.4	0.6	0.0	no
Hickey Boulevard	Gellert Boulevard to ramps	70.2	70.8	0.6	0.0	no

Notes: Traffic noise contour calculations included in Appendix E.
Source: PlaceWorks, 2015.

that would occur concurrently with construction activities for implementation of the Project. Therefore, cumulative construction and vibration impacts would be *less than significant*.

Applicable Regulations:

- City of Daly City 2030 General Plan Noise Element
- Daly City Municipal Code Chapter 9.22, Disturbing the Peace

Significance Before Mitigation: Less than significant.

NOISE

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4.11 POPULATION AND HOUSING

This chapter describes the population and housing characteristics of Daly City, including the Project site, and evaluates the potential impacts related to population and housing that could result from buildout of the Project.

4.11.1 ENVIRONMENTAL SETTING

4.11.1.1 REGULATORY FRAMEWORK

The regulatory framework related to population and housing, and employment is described below, including the Association of Bay Area Governments (ABAG) Projections 2013 and the City of Daly City 2030 General Plan (2030 General Plan).

Regional Regulations

Association of Bay Area Governments Projections 2013

ABAG is the official regional planning agency for the San Francisco Bay Area, which is composed of the nine Counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, and contains 101 cities. ABAG produces growth forecasts in 4-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make Project funding and regulatory decisions.

ABAG projections are the basis for the Regional Transportation Plan (RTP) and the regional Ozone Attainment Plan. In this way, ABAG projections have practical consequences that shape growth and environmental quality. General Plans, zoning regulations, and growth management programs of local jurisdictions inform the ABAG projections. ABAG calculates the Regional Housing Needs Allocation (RHNA) for individual jurisdictions within San Mateo County, including the City of Daly City.

Local Regulations

City of Daly City 2030 General Plan

The Housing Element section of the 2030 General Plan contains policies relevant to population and housing, as listed in Table 4.11-1. The Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets a goal, objectives, and policies to improve the quality of the City's housing stock and increase housing opportunities.

POPULATION AND HOUSING

TABLE 4.11-1 CITY OF DALY CITY 2030 GENERAL PLAN POLICIES RELEVANT TO POPULATION AND HOUSING

Policy Number	Policy
Policy HE-1	Maintain and, where possible, create larger housing sites throughout the City.
Policy HE-4	Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.
Policy HE-8	Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.
Policy HE-11	Continue to require affordable units in all new housing development and in new condominium conversions.
Policy HE-20	Encourage voluntary housing rehabilitation and reconstruction.
Policy HE-30	Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.
Policy HE-31	Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods; the impacts of building height are decreased to the maximum extent feasible without reducing General Plan density.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013, Housing Element.

4.11.1.2 EXISTING CONDITIONS

Surrounding Land Uses and Context

The Project site is located in the Serramonte Area of the City of Daly City. Adjacent land uses include office to the north, retail and multi-family housing to the south (across Serramonte Boulevard), retail to the east (across I-280), multi-family residential to the west (across Callan Boulevard and Highway 1), and multi-family residential to the west (across Highway 1), and is within walking distance of multiple Sam Trans bus stations. The General Plan land use designations in the vicinity of the Project site include, commercial, industrial, and low and high density multifamily residential. Serramonte Boulevard is the major arterial roadway serving the Project site, and is located south of the Project site. To the south of the Project site, crossing Serramonte Boulevard is a small shopping center containing single storied commercial buildings.

Existing Uses on the Project Site

The Project site contains the existing Serramonte Shopping Center in the center of an approximately 80-acre site. As described in Chapter 3 of this Draft EIR, the existing buildings include Dicks Sporting Goods, JC Penney, Macy's, Target, and free-standing out-parcels which include Daiso Japan, Denny's, Firestone, Wells Fargo, and the former Wachovia Bank. Surrounding the existing buildings is a large flat surface parking lot with ornamental trees, and shrubs. Medium sized trees and landscaping line the sidewalk along Serramonte Boulevard. Access to the Project site is provided via two driveways along Serramonte Boulevard, and one from Callan Boulevard.

POPULATION AND HOUSING

4.11.2 STANDARDS OF SIGNIFICANCE

An Initial Study was prepared for the Project (see Appendix A of this Draft EIR). Based on the analysis contained in the Initial Study it was determined that development of the Project would not result in significant environmental impacts per the following significance criteria and therefore, are not discussed in this chapter.

- Displace substantial numbers of existing housing units, necessitating the construction of replacement elsewhere.

Based on the Initial Study it was determined that the Project could result in a significant population and housing impact if it would:

1. Induce substantial unexpected population growth or growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure.
2. Displace substantial number of people, necessitating the construction of replacement housing elsewhere.

4.11.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to population and housing.

POP-1	The Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly.
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Direct Growth Inducement

For the purposes of this EIR, the Project would be considered to result in a substantial and unplanned level of growth if estimated buildout would exceed local and regional growth projections (e.g. by proposing new homes or businesses). The proposed uses do not include any housing, but do include commercial uses that would provide employment opportunities. Intensification associated with the Project creates the potential for more jobs to be created. However, these jobs are likely to be of a similar type to those that currently exist at the Project site and thereby are unlikely to result in substantial changes to land use patterns or property value trends which could create the potential for unplanned growth.

Indirect Growth Inducement

Indirect growth inducement could occur if the Project were to involve the extension of roads or other infrastructure into undeveloped or under-developed areas. Existing ingress/egress points to the Project site would remain the same, with two entrances off Serramonte Boulevard and one each off of Callan Boulevard and Southgate Avenue. The main entry road (off the Gellert and Serramonte Boulevards intersection) would be re-aligned. An additional entrance/exit off of Callan Boulevard would be created to serve the medical office buildings in the southwestern corner of the Project site. The Project site is within a highly developed area and the changes to the roads and infrastructure do not represent an increase in capacity. Therefore, the Project would not directly or indirectly induce growth and a *less-than-significant* impact would occur.

POPULATION AND HOUSING

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

POP-2	The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
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The Project would have a significant environmental impact if it would displace a substantial number of people, thereby requiring construction of replacement housing elsewhere. The Project includes the redevelopment of the Project site to include a greater amount of commercial space, as well as new medical offices and a new hotel, which would result in an increase in 985 employment opportunities on the Project site. The Project does not involve removal of any existing residential units and replacement housing would not be required outside of the Project Area. As such, impacts associated with the displacement of people would be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

4.11.4 CUMULATIVE IMPACTS

POP-3	This Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant impacts with respect to population and housing.
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This section analyzes potential impacts to population and housing that could occur from a combination of the Project with other reasonably foreseeable projects in the surrounding area. The geographic scope of this analysis is taken as the City of Daly City. A cumulative impact would be considered significant if the Project, taken together with past, present, and reasonably foreseeable projects in the City of Daly City, would result in substantial unplanned growth or the displacement of either people or housing units. As there would be little direct and no indirect growth inducement, the Project would not create or contribute to a cumulatively significant impact on population, housing, or employment. Additionally, because there are currently no housing units and no residents on the Project site, construction of the Project would not in and of itself displace housing units or people, nor would it contribute to an associated cumulative impact. Therefore, overall, in combination with other past, present, and reasonably foreseeable projects in the City of Daly City, the Project would have a *less-than-significant* impact in relation to population and housing.

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

4.12 PUBLIC SERVICES AND RECREATION

This chapter describes the existing public service conditions in the City of Daly City and evaluates the potential impacts of the Project on public services. Fire protection and emergency services, police protection, parks and recreation, and schools are each addressed in a separate section of this chapter. In each section, a summary of the relevant regulatory setting and existing conditions is followed by a discussion of project-specific and cumulative impacts.

4.12.1 FIRE PROTECTION SERVICES

4.12.1.1 ENVIRONMENTAL SETTING

This section describes existing conditions related to fire protection services and the potential impacts that could result from construction and operation of the Project.

Regulatory Framework

Federal Regulation

Local Hazard Mitigation Plan

The Federal Emergency Management Agency (FEMA) requires cities to adopt a Local Hazard Mitigation Plan. The purpose of mitigation planning is to identify policies and actions that can be implemented over the long term to reduce risk and future losses. Mitigation Plans form the foundation for a community's long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage. The planning process is as important as the plan itself. It creates a framework for risk-based decision making to reduce damages to lives, property, and the economy from future disasters.¹

State Regulations

California Building Code

The State of California provides a minimum standard for building design through the 2013 California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations. The 2013 CBC is based on the 1997 Uniform Building Code, but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by city and county building officials for compliance with the CBC. Typical fire safety requirements of the CBC include: installation of sprinklers in all high-rise buildings; establishment of fire resistance standards for fire doors, building

¹ Federal Emergency Management Agency, <http://www.fema.gov/multi-hazard-mitigation-planning>, accessed February 13, 2014.

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materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is located in Part 9 of Title 24 of the California Code of Regulations, which is described in Section B.2.a.ii. The California Fire Code is revised and published every three years by the California Building Standards Commission.

Local Regulations

City of Daly City 2030 General Plan

The Safety Element of the 2030 General Plan establishes fire safety policies within Daly City, as shown in Table 4.12-1.

TABLE 4.12-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO FIRE PROTECTION SERVICES

Policy Number	Policy
Policy 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.
Policy SE-3.2	Provide for a seven (7) minute total reflex time for arrival of a first due company to 90% of all emergency incidents.
Policy SE-3.3	Provide for an eleven (11) minute total reflex time for arrival of multiple companies to 90% of all structure fires.
Policy SE-3.4	Maintain fire company reliability, whereby 90 percent of all incidents are handled by the district fire company.
Policy SE-3.5	Continue to support and participate in the county wide auto-aid and boundary drop agreement within San Mateo County, which provides the closest fire resources to emergency and non-emergency incidents regardless of jurisdiction.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

City of Daly City Municipal Code

Chapter 3.36, Public Facilities Fees for Developments, establishes fees to mitigate the impacts caused by future development in Daly City. Each development must pay its fair share of the construction costs or value of needed improvements to public facilities impacted by the development. Public facilities include, but are not limited to, city administrative facilities, fire facilities and equipment, libraries, police facilities and equipment, community recreation centers, street improvements and water and sewage fees.

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4.12.1.2 EXISTING CONDITIONS

Daly City is served by the North County Fire Authority (NCFA), a Joint Powers Authority that serves Brisbane, Daly City, and Pacifica. The NCFA has eight stations, five of which are located in Daly City.² The station located closest to the Project site is Station 94 on 444 Gellert Boulevard, located approximately 0.5 miles south of the Project site.

The NCFA and its personnel provide emergency and non-emergency service to an area approximately 60 square miles with a population of over 185,000 citizens. These services are managed through three sectors of the NCFA, including an Operations Bureau, Support Services Bureau, and the Fire Prevention and Administrative Services Bureau.

In 2012, the NCFA responded to over 12,000 emergency and non-emergency incidents and achieved an overall 95 percent total reflex time; from receipt of call, dispatch, turnout, and travel to arrival in 7 minutes or less by a single fire company for all emergency incidents³, which exceeds the goal set by Daly City of meeting that goal 90 percent of the time. For multiple fire companies, the total reflex time was 11 minutes or less 83 percent of the time, which is below the Daly City goal of 90 percent. However, the City of Daly City maintained its Insurance Services Offices (ISO) Class 2 rating⁴, which meets the City's target of maintaining a Class 2 rating.

Operations Bureau⁵

The Operation Bureau is comprised of the largest number of personnel and divisions within the NCFA and is under the direction of one of the Deputy Chiefs. Within the Operations Bureau, includes the Emergency Medical Services Division, Training Division, and Special Operations Division. One of the main tasks of the Operations Bureau is being responsible for recurrent, required, mandated or specialized training for firefighters. The Emergency Medical Services Division is responsible for oversight, quality assurance and improvement programs, and training and certification of all firefighter paramedics and emergency medical technicians.

Support and Administrative Services Bureau⁶

The Support and Administrative Services Bureau is responsible for the overall management and coordination of the department's 150 employees, as well as the management of resources in support of the organization. Other responsibilities include budget development and control, accounts payable and payroll processing, human resources, labor relations, clerical support, records management, data entry and analysis, community outreach, and public education. Additionally, the Support and Administrative Bureau oversees maintenance and repair of the fleet and small equipment, facilities and grounds, communications equipment, and breathing apparatus.

² City of Daly City, 2012, City of Daly City General Plan Update Draft Environmental Impact Report, page 3.11-2.

³ North County Fire Authority, 2012 Annual Report.

⁴ North County Fire Authority, 2012 Annual Report.

⁵ North County Fire Authority, Operations Bureau, <http://northcountyfire.org/bureaus/operations-bureau/>, accessed on February 14, 2014.

⁶ North County Fire Authority, Support & Administrative Services Bureau, <http://northcountyfire.org/bureaus/support-administrative/>, accessed on February 14, 2014.

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Fire Prevention Bureau⁷

The Fire Prevention Bureau is under the direction of the Deputy Fire Chiefs assigned to lead and manage all aspects of the Bureau. The Fire Prevention Bureau is responsible for programs designed to reduce the incidence and severity of fire loss through preventative measures. The programs are focused on code enforcement, plan review and construction inspections, fire investigations, and public education. The Fire Prevention Bureau performs over 1,500 plan reviews and construction inspections each year.

Planning

Future development proposals will be reviewed by the NCFCA to verify that all new and remodeled buildings and facilities meet State and local Building and Fire Code requirements regarding occupancy classification, use, construction type, allowable square footage, fire protection, and access.⁸ In 2012, the NCFCA's General Fund Budget was projected to be \$14,658,489.⁹ This source funds salaries and benefits, services and supplies, and other expenditures. Portions of property taxes collected within the NCFCA are directed to the budget's revenue, as are current impact fees levied on new development in the NCFCA service area.

4.12.1.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact related to fire protection and emergency services if:

1. In order to maintain acceptable service ratios, response times, or other performance objectives for fire services, the project would result in a need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.

4.12.1.4 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to fire services.

PS-1	The Project would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.
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The Project would have a significant environmental impact if it would exceed the ability of fire and emergency medical responders to adequately serve the Project site, thereby requiring construction of new facilities or modification of existing facilities. Upon completion, the Project would not include any new residential units, but would include new and renovated

⁷ North County Fire Authority, Fire Prevention Bureau, <http://northcountyfire.org/bureaus/fire-prevention-services-bureau/>, accessed on February 14, 2014.

⁸ City of Daly City, Daly City 2030 General Plan Update Draft Environmental Impact Report, page 3.11-9

⁹ City of Daly City, 2012 Comprehensive Annual Financial Report, page 18.

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commercial buildings that would be subject to the fire safety requirements of the NCFCA. The Project includes the addition of an 10-screen cinema, additional retail and restaurant space, a new parking garage, medical office buildings, and a 4- to 5-story hotel. As such, the additional uses could increase calls for service on the Project site. However, development plans would be reviewed by the NCFCA to ensure that there is adequate emergency access, Fire Code requirements are satisfied, and that adequate levels of service can be maintained with implementation of the Project. This process is implemented through the development review process for building permits. This required review would ensure that the final Project plans would not adversely affect the department's performance objectives. In addition, the Project Applicant would be required to pay the current developer impact fees per the NCFCA requirements. The payment of these fees would defray the cost for facility improvements, equipment, or other needs necessary for maintaining or improving services as needed to accommodate the increase in service population. Further, the NCFCA did not have any comments regarding the Project; therefore, it is unlikely that the Project would require the expansion of existing facilities in order to maintain acceptable service ratios, response times or other performance objectives.¹⁰ Therefore a *less-than-significant* impact would result in this respect.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code
- California Fire Code Title 24, Part 9

Significance Before Mitigation: Less than significant.

4.12.1.5 CUMULATIVE IMPACTS

PS-2 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.

A significant cumulative environmental impact would result if, in combination with reasonably foreseeable growth, construction of the Project would exceed the ability of fire and emergency medical responders to adequately serve the Project site, thereby requiring construction of new facilities or modification of existing facilities. Growth under the Daly City 2030 General Plan, together with the Project may increase demand for fire and emergency medical protection, potentially requiring the provision of additional personnel in order to maintain existing service ratios. However, any future developer, including the Project Applicant, would be required to pay the current developer impact fees per the NCFCA requirements. The payment of these fees would defray the cost for facility improvements, equipment, or other needs necessary for maintaining or improving services as needed to accommodate the increase in service population. Additionally, as mentioned in response to Impact Discussion PS-1, the Project would not result in the need for new or expanded fire facilities, of which, could result in significant environmental impacts. As such, existing facilities are adequate to house

¹⁰ Personal communication between Steve Flint, Contract Senior Planner, City of Daly City with Travis Bradley at PlaceWorks, February 6, 2015.

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increased personnel without necessitating the construction of additional facilities, and construction of the Project, in combination with reasonably foreseeable growth would result in a *less-than-significant* impact.

Applicable Regulations:

- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

4.12.2 POLICE PROTECTION SERVICES

This section describes the existing conditions related to police services and the potential impacts that could result from construction and operation of the Project.

4.12.2.1 ENVIRONMENTAL SETTING

Regulatory Framework

Local Regulations

City of Daly City 2030 General Plan

The Safety Element of the 2030 General Plan establishes police and emergency services policies within Daly City, as shown in Table 4.12-2.

City of Daly City Municipal Code

Chapter 3.36, Public Facilities Fees for Developments, establishes fees to mitigate the impacts caused by future development in Daly City. Each development must pay its fair share of the construction costs or value of needed improvements to public facilities impacted by the development. Public facilities are defined include, but not limited to, city administrative facilities, fire facilities and equipment, libraries, police facilities and equipment, community recreation centers, street improvements and water and sewage fees.

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TABLE 4.12-2 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO POLICE SERVICES

Policy Number	Policy
Policy SE-5.1	Maintain the City’s emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, peak storms, and like failure.
Policy SE-5.2	Continue to participate with San Mateo County’s Automatic and Mutual Aid Programs, Area/County Emergency Plan, and Operational Area Emergency Services Organization as a basis for community emergency preparedness.
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-5.4	Utilize emergency evacuation routes as determined by the Police Department. The evacuation routes will follow the major roadways as set forth in the Circulation Element.
Policy SE-5.5	Promote awareness of the City’s emergency operations procedure; utilize media sources to inform residents.
Policy SE-5.6	Improve inter-jurisdictional, interagency cooperation with other public and private agencies for safety in future land use planning, hazard prevention and emergency response.
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.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

4.12.2.2 EXISTING CONDITIONS

The Daly City Police Department (DCPD), the largest police department in San Mateo County, provides police protection services in Daly City. The Department offices are located at 333 90th Street, approximately 1 mile north of the project site. In 2011, the Department received 33,278 calls and the average response time for Priority One calls was 7 minutes.¹¹

The DCPD is structured into two Bureaus, including a Field Operations Bureau, and the Operations Support Bureau and represents San Mateo County’s largest police department with 111 sworn, and 43 non-sworn personnel.¹²

Field Operations Bureau

The Field Operations Bureau includes standard field operations divided into two divisions, Division A and Division B, a Bicycle Patrol Unit, a Canine Program, Gang Task Force, Police Cadet Program, and a Special Weapons and Tactics (SWAT) team.

¹¹ City of Daly City, 2012, City of Daly City General Plan Update Draft Environmental Impact Report, pages 3.11-2 to 3.11-3.

¹² City of Daly City, 2012, City of Daly City General Plan Update Draft Environmental Impact Report, page 3.11-2.

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Operations Support Bureau

The Operations Support Bureau includes an Investigations Division and a Technical Services Division. The Investigations Division includes Violent Crimes, Homicide Cold Cases, Robbery, Fraud, Sex Crimes, Property Crimes, Narcotics Task Force, and Gang Intelligence Unit. The Technical Services Division includes a Communications Unit, Records Unit, and Property and Evidence Unit.

4.12.2.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact related to police protection services if:

1. In order to maintain acceptable service ratios, response times, or other performance objectives for police protection services, the Project would result in the provision of or need for new or physically altered police facilities, the construction or operation of which could cause significant environmental impacts.

4.12.2.4 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to police protection services.

PS-3	The Project would not result in the provision of or need for new or physically altered police facilities, the construction or operation of which could cause significant environmental impacts.
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A significant environmental impact would result if implementation of the Project would result in the need for the construction or operation of new or physically altered police facilities. Upon completion, the Project would not include any new residential units, but would include new and renovated commercial buildings. The Project would also result in an increase in visitors to the new and renovated retail locations, restaurants, offices, and hotel, as discussed more fully in Section 4.0 of this EIR. The increase in employees and visitors, may somewhat increase demands for police services. However, the DCPD has determined that buildout of the Project would not require the construction or expansion of DCPD.¹³ Therefore, a *less-than-significant* impact would occur.

Applicable Regulations:

- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

¹³ Agustin, Julian, Sergeant, Daly City Police Department, Personal Communications with Travis Bradley, PlaceWorks, January 9, 2014.

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4.12.2.5 CUMULATIVE IMPACTS

PS-4 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.

The methodology used for the cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. The cumulative setting for police protection services takes into account growth allowed by the Project, in combination with cumulative projects in Daly City (see Table 4-1). A significant cumulative environmental impact would result if this cumulative growth would exceed the ability of the DCPD to adequately serve its service area, thereby requiring construction of new facilities or modification of existing facilities.

The Project would not include residential uses nor would it induce substantial population growth in the City. Growth anticipated under the General Plan is expected to result in an additional 19,000 residents between 2010 and 2030.¹⁴ Given, that the Project would not include any new residential units, population growth associated with the Project is not expected to exceed growth projections in the General Plan. In 2008, the City expanded its Capital Plan to cover a 20-year period, and includes growth projections that are slightly higher than that of the General Plan. The Capital Plan only includes internal modifications to facilities such as locker room upgrades and storage room expansion. Additional projects included additional police equipment to accommodate this anticipated growth.¹⁵ As such, growth allowed by the Project would not have any cumulative impact to police protection services beyond Daly City, and the DCPD has confirmed that new or physically altered facilities would not be needed to serve development allowed by the Project.¹⁶ Therefore, the Project would have a *less-than-significant* cumulative effect with respect to police protection services.

Applicable Regulations:

- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

4.12.3 PARKS AND RECREATION

This section describes the regulatory framework and existing conditions, and the potential for environmental impacts related to parks and recreation.

¹⁴ City of Daly City, Daly City 2030 General Plan, page 45.

¹⁵ City of Daly City, Daly City 2030 General Plan Update Draft Environmental Impact Report, page 3.11-10.

¹⁶ Agustin, Julian, Sergeant, Daly City Police Department, Personal Communications with Travis Bradley with PlaceWorks, January 9, 2014.

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4.12.3.1 ENVIRONMENTAL SETTING

Regulatory Framework

State Regulations

The Quimby Act

Since the passage of the 1975 Quimby Act (California Government Code §66477), cities and counties have been authorized to pass ordinances requiring that developers set aside land, donate conservation easements or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities.¹⁷ A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of development project upon which the fee is imposed. Cities with a high ratio of park space to inhabitants can set a standard of up to 5 acres per thousand persons for new development. Cities with a lower ratio can only require the provision of up to 3 acres of park space per thousand people. The calculation of a City's or park space to population ratio is based on a comparison of the population count of the last federal census to the amount of City-owned parkland.

Local Regulations

City of Daly City 2030 General Plan

The Resource Management Element of the 2030 General Plan includes policies regulating and encouraging park facilities throughout the City, as shown in Table 4.12-3.

TABLE 4.12-3 CITY OF DALY CITY 2030 GENERAL PLAN POLICIES RELEVANT TO PARKS AND RECREATION

Policy Number	Policy
Policy RME-12	Encourage a diverse, equitable, and integrated system of park facilities throughout Daly City that are accessible to all age, social, and economic groups and all geographic areas of the City.
Policy RME-13	Require the dedication of parkland or the payment of an in-lieu fee in accordance with the Subdivision Map Act.
Policy RME-14	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

¹⁷ Westrup, Laura, 2002, *Quimby Act 101: An Abbreviated Overview*, Sacramento: California Department of Parks and Recreation, <http://www.parks.ca.gov/pages/795/files/quimby101.pdf>.

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City of Daly City Municipal Code

Chapter 16.30, Parkland Dedications, of the Daly City Municipal Code states that at the time of approval of a tentative subdivision or parcel map, the City Council shall determine the land required for dedication or in-lieu fee payment as a condition of approval of a final subdivision or parcel map for the purposes of providing a community park or other space used for recreational purposes.

4.12.3.2 EXISTING CONDITIONS¹⁸

Parklands

The City of Daly City is comprised of 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, the San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space east of the City's Hillside neighborhood. Although the San Bruno Mountain Park is comprised of State and County owned lands, it is managed by the San Mateo County Division of Parks and Recreation. Further, Thornton Beach State Park also provides an overlook near Highway 1 and at the end of John Daly Boulevard; however, this park has largely been inaccessible due to landslides.

The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club, and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only; therefore, are not open to the general public or residents of the City.

Recreational Facilities

The City has 6 recreational facilities dispersed throughout the City and although the City has approximately 0.26 acres of parkland per 100 dwelling units, it is below the State Recreation Commission standard of 2.6 acres of parkland per 100 dwelling units. Further, Daly City is comprised of 0.76 acres of parkland per 1,000 residents, which is below the National Park and Recreation Commission Standard of approximately 4 acres per 1,000 persons.

In order to meet the minimum standard, the City would need to provide several hundred acres of additional parkland. The City's Municipal code identifies a goal of 3 acres per 1,000 residents, which would mean the City would need to provide 15.8 acres of parkland to meet future need based on population.

Table 4.12-4 lists the parks and recreational facilities in the City. The closest park in the vicinity of the Project site is Gellert Park, located approximately 0.7 miles to the south.

¹⁸ City of Daly City, Daly City 2030 General Plan, pages 186 to 188.

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TABLE 4.12-4 DALY CITY PARKS AND RECREATIONAL FACILITIES

Park Name	Park Size (Acres)
Parks	
Arden Park	0.40
Bayshore Heights Park	3.50
David Rowe Park	3.50
Broderick-Terry Duel Site	3.19
Edgewood Park	1.00
Dan Gilbrech Park	0.64
Gellert Park	19.53
Hillside Park	6.40
Lincoln Park	2.40
Marchbank Park	7.77
Northridge Park	1.31
Palisades Park	0.99
Westlake Park	10.44
Westmoor Park	7.64
Tot Lots	
Alta Loma	0.11
Camelot	0.37
Cameo	0.30
Canterbury	0.40
Hampshire	0.40
John Daly	0.18
Longview	0.30
Lycett	0.59

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TABLE 4.12-4 DALY CITY PARKS AND RECREATIONAL FACILITIES

Park Name	Park Size (Acres)
Mission Hills	0.68
Norwood	0.20
Polaris	0.20
Recreational Facilities	
Rio Verde Horseshoe Pits	0.08
Parkview Clubhouse	0.69
War Memorial Community Center	2.09
Margate Tennis Courts	4.53
Teglia Community Center	0.41
Doelger Art Center	2.70
TOTAL – All Facilities	82.95

Source: City of Daly City, Daly City 2030 General Plan, Table RME-5, page 188.

4.12.3.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact with regard to parks and recreation if it would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.
2. Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated.
3. Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

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4.12.3.4 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to parks and recreation.

PS-5 The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.

Daly City currently has 82.95 acres of parkland which includes parks, tot lots, and recreational facilities. In 2012 there was a population of 102,593,¹⁹ which makes for a ratio of parkland to population of 0.81 acres per 1000 residents. The Quimby Act requires at least 3 acres per 1000 residents in cities with lower ratios of parkland to population. The City currently has a parkland dedication standard of 3 acres per 1,000 residents as identified in the Chapter 16.30 of the Municipal Code.

As further discussed in Chapter 4.11, impact discussion POP-1, the Project includes no residential component, and would not directly bring any new residents to the City of Daly City, it potentially would bring some new employees and visitors. The Project would employ an estimated total of 985 employees at buildout. However, employees would be expected to utilize the parkland for mainly passive recreation, with minimal impacts to existing parkland. Therefore, potential impacts would be *less than significant*.

Applicable Regulations:

- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

PS-6 The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated.

The Project would not include residential uses nor would it induce substantial population growth in the City. The increase in commercial space does allow for the potential of increased daytime population that could utilize adjacent parklands. Although employees would be expected to utilize the parkland for mainly passive recreation, with minimal impacts to existing parkland, a relatively small increase in daytime population would occur. Additionally, it is reasonable to expect that new employees would be primarily from the existing labor pool (as opposed to new residents) and would not result in a substantial increase in park use. Moreover, Policy RME-12 of the Resource Management element of the General Plan recognizes the importance of encouraging access to an integrated system of park facilities throughout the city that are accessible to all age, social, and economic groups and all geographic areas of the City encouraging future development of park facilities in Daly City. Furthermore, Policy RME-14 would require the payment of a park in-lieu fee for the development of any future subdivisions to provide funding for the acquisition, improvement, maintenance, rehabilitation, or expansion of existing parkland or recreation facilities. Therefore, a *less-than-significant* impact would occur.

¹⁹ State of California, *Department of Finance, Report E-5 Estimates for City and County Population and Housing 2012, January 1, 2012.*

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Applicable Regulations:

- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

PS-7 The Project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Project does not directly propose the construction or expansion of parks and recreational facilities in Daly City. Therefore, direct impacts would be less than significant. Development of parks and recreation facilities at other locations in the City would continue to be subject to development standards and separate environmental review. Therefore, implementation of the Project would have a *less-than-significant* impact.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

4.12.3.5 CUMULATIVE IMPACTS

PS-8 The Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to parks and recreational facilities.

The area of cumulative effect for this analysis is the City limit of Daly City. A significant cumulative environmental impact would result if, in combination with reasonably foreseeable growth, development of the Project would cause substantial deterioration of existing neighborhood and regional parks, or require the construction of new or expanded parks and recreational facilities, the construction of which could result in adverse environmental impacts. The additional residents, and to a lesser degree the employees and visitors resulting from reasonably foreseeable future growth, would increase usage of parks and recreational facilities. Future projects that include new housing would be required to pay the associated park impact fee. Therefore, impacts on parks and recreational facilities would be *less than significant*.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

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4.12.4 SCHOOL SERVICES

4.12.4.1 ENVIRONMENTAL SETTING

Regulatory Framework

State Laws and Regulations

Senate Bill 50

Senate Bill 50 (funded by Proposition 1A, approved in 1998) limits the power of Cities and Counties to require mitigation of school facilities impacts as a condition of approving new development and provides instead for a standardized developer fee. SB 50 generally provides for a 50/50 State and local school facilities funding match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available, whether the school district is eligible for State funding and whether the school district meets certain additional criteria involving bonding capacity, year round school and the percentage of moveable classrooms in use.

California Government Code, Section 65995 (b), and Education Code Section 17620

SB 50 adopted California Government Code Section 65995, which contains limitations on Education Code Section 17620, the statute which authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. On January 27, 2010, the State Allocation Board (SAB) voted to keep the allowable amount of statutory school facilities fees (Level I School Fees) at \$2.97 per square foot of assessable space for residential development of 500 square feet or more, and to keep the amount of \$0.47 per square foot of chargeable covered and enclosed space for commercial/industrial development. School districts may levy higher fees if they apply to the SAB and meet certain conditions.²⁰

Mitigation Fee Act (California Government Code 66000-66008)

Enacted as AB 1600, the Mitigation Fee Act requires a local agency establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose and use of the fee.²¹ The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development project on which it is to be levied. The Act came into force on January 1, 1989.

²⁰ EdSource, Facilities Funding, http://www.edsource.org/iss_fin_sys_facilities.html, accessed August 8, 2013.

²¹ State of California Legislative Council, Official Legislative Information, Government Code Section 66000-66008, <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=66000-66008>, accessed on August 8, 2013.

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Local Regulations

City of Daly City Municipal Code

Chapter 16.28, Dedications, establish regulations for the dedication of land for schools. The chapter states that any developer who develops or completes development of one or more subdivisions in one or more school districts maintaining an elementary school within the City, shall be required to dedicate to the school district or districts land necessary for the purpose of constructing elementary schools as necessary to assure the residents of the subdivision maintain adequate public school service.

4.12.4.2 EXISTING CONDITIONS

The City of Daly City is served by five public school districts comprised of 15 elementary schools, four middle schools, and six high schools. The five districts are as follows:

- Jefferson Elementary School District serves K-8 students in the Daly City, except for the Bayshore, Southern Hills, and Serramonte neighborhood.
- Jefferson Union High School District serves grades 9-12 in all of Daly City, except for the Serramonte neighborhood.
- Bayshore Elementary School District provides K-8 services in the Bayshore Neighborhood, and is comprised of two schools.
- Brisbane Elementary School District serves K-8 students in the Southern Hills Neighborhood, and is comprised of three schools.
- Southern San Francisco Unified School District serves K-12 in the Serramonte Neighborhood south of Hickey Boulevard and is made up of 10 elementary schools, three middle schools, and three high schools.

Jefferson Elementary School District reported enrollment of 7,438 students throughout 15 elementary schools within its district during the 2011/2012 school year. In 2011-2012, 319 full-time teachers were employed, resulting in a student teacher ratio of 23.3 students per teacher on average.²² During the 2011/2012 school year, the Jefferson Union High School District had 4,969 students enrolled throughout 7 high schools district wide. Further, 211 teachers were employed at high schools throughout the district, representing a student to teacher ratio of 23:4.²³

²² Ed-Data, <http://dq.cde.ca.gov/dataquest/Enrollment/GradeEnr.aspx?cChoice=DistEnrGr2&cYear=2013-14&cSelect=4168924--Jefferson+Union+High&TheCounty=&cLevel=District&cTopic=Enrollment&myTimeFrame=S&cType=ALL&cGender=B>

²³ Ed-Data, <http://dq.cde.ca.gov/dataquest/Enrollment/GradeEnr.aspx?cChoice=DistEnrGr2&cYear=2013-14&cSelect=4168924--Jefferson+Union+High&TheCounty=&cLevel=District&cTopic=Enrollment&myTimeFrame=S&cType=ALL&cGender=B>

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4.12.4.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact related to schools if:

1. In order to maintain acceptable service ratios or other performance objectives, the Project would result in a need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts.

4.12.4.4 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to school services.

PS-9 The Project would not result in a need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts.

The Project would have a significant environmental impact if construction would exceed the ability of local schools to adequately meet the area needs, thereby requiring construction of new facilities or modification of existing facilities. Typically, student generation rates (i.e. the estimated number of children anticipated with the building of new dwelling units) are associated with residential units. The Project proposes to renovate and construct new commercial units and does not include any residential units. Also, at full occupancy, the Project would include a total of 985 employees. It is reasonable to expect these employees would be primarily from the existing labor pool (as opposed to new residents) since there is an existing decline in the ratio of available jobs to residents that is projected to continue until approximately 2020.²⁴ Therefore, the Project would not require new or physically altered school facilities, and a *less-than-significant* impact would occur.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

4.12.4.5 CUMULATIVE IMPACTS

PS-10 The Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to schools.

A significant cumulative environmental impact would result if, in combination with other reasonably foreseeable growth, buildout of the Project would exceed the capacity of local school districts to adequately serve their communities, thereby requiring the construction of new facilities or the expansion of existing ones. The Project may require additional public

²⁴ ABAG, *Bay Area Plan Projections 2013: Building Momentum*, Projections through 2035.

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school facilities to adequately serve the increase in residents indirectly induced by the increase in employment. However the Project, like all other subsequent development will be required to pay school impact fees prior to obtaining a building permit. Therefore, this impact will be *less than significant*.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

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4.13 TRANSPORTATION AND TRAFFIC

This chapter describes the regulatory framework and existing conditions in the vicinity of the Project site related to transportation and traffic, and the potential impacts of the proposed Project on transportation and traffic. The analysis contained in this chapter is based on the Transportation Impact Analysis prepared by Kittelson & Associates for the Serramonte Shopping Center Expansion Project and included in Appendix F, Transportation Impact Analysis, of this Draft EIR.

4.13.1 ENVIRONMENTAL SETTING

4.13.1.1 REGULATORY SETTING

State Regulations

California Department of Transportation

Caltrans is responsible for planning, design, construction and maintenance of all interstate freeways and state routes. In the project vicinity, Interstate 280 (I-280) and State Route 1 (SR-1) are freeways that are under Caltrans' jurisdiction. El Camino Real (State Route 82) is also under the jurisdiction of Caltrans. Caltrans requirements are described in their Guide for Preparation of Traffic Impact Studies (Caltrans, 2002), which covers the information needed for Caltrans to review the impacts to State highway facilities; including freeway segments, on- and off-ramps, and signalized intersections.

California Fire Code

The California Fire Code incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is located in Part 9 of Title 24 of the California Code of Regulations, which is described in Section B.2.a.ii. The California Fire Code is revised and published every three years by the California Building Standards Commission.

Regional Regulations

City/County Association of Governments of San Mateo County (C/CAG)

C/CAG, as the Congestion Management Agency for San Mateo County coordinates transportation planning efforts throughout San Mateo County and programs local, regional, State and federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP requires analysis of the CMP roadway system and uses level of service standards as a means to measure congestion and has established level of service standards to determine how local governments meet the standards of the CMP.

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The San Mateo County Congestion Management Plan Appendix L “Traffic Impact Analysis (TIA) Policy,” establishes the following criteria for evaluating impacts on CMP facilities:

- Freeway segments currently in compliance with the adopted LOS standard:
 - A project is considered to have a CMP impact if the project will cause the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP).
 - A project is considered to have a CMP impact if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will result in the freeway segment to operate at a level of service that violates the standard adopted in the current CMP and the proposed project increases traffic demand on the freeway segment by an amount equal to one (1) percent or more of the segment capacity, or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.
- Freeway segments currently not in compliance with the adopted LOS standard:
 - A project is considered to have a CMP impact if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.

Local Regulations

With the exception of State highways that are under Caltrans’ jurisdiction, most streets in the study area are generally under the jurisdiction of the City of Daly City.

City of Daly City General Plan

The City’s General Plan was adopted in March 2013. The Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. It includes sections on vehicular, pedestrian, bicycle, transit, and parking. The City’s Circulation goal is:

“Develop and maintain an efficient, balanced transportation system which preserves and enhances environmental quality while providing for the safe movement of all people and goods throughout the community. To this end, the City shall strive to provide complete streets that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, seniors, and families, while continuing to maintain a safe and effective transportation system for motorists and movers of commercial goods consistent with the other goals, objectives, and policies of this plan.”¹

To support this goal, the city has adopted the following policies that are applicable to the Project (Table 4.13-1):

¹ City of Daly City, *Daly City 2030 General Plan*. Adopted March 2013. Page 149

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TABLE 4.13-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO BIOLOGICAL RESOURCES

Number	Policy
Policy 1	Use the City’s traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City’s existing roadway network is relatively free flowing during peak traffic periods.
Policy 2	Minimize impacts on collector and local streets by moving traffic with origins and destinations outside of Daly City efficiently to area freeways and major arterial streets.
Policy 6	Support regional efforts to improve traffic while accommodating future development.
Policy 7	Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.
Policy 8	Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles.
Policy 10	Parking requirements contained within the Zoning Ordinance should, as closely as possible, reflect accepted current parking trends. Regulations for residential uses should recognize the ability for high-density mixed-use development that is close to transit to reduce parking requirements.
Policy 12	Encourage parking lots of 500 or more spaces in new development to be provided in parking structures.
Policy 13	View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
Policy 16	Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.
Policy 18	Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan.
Policy 20	Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.

Source: City of Daly City, Daly City 2030 General Plan, Resource Management Element, March 25, 2013.

City of Daly City Municipal Code

Chapter 17.45, Design Review, of the Daly City Municipal Code establishes a design review committee for the purpose of investigating the design, layout, and other features of proposed development to promote and enhance good site design and development which is in the best interest of the public health, safety, and welfare of the city.

City of Daly City Bicycle and Pedestrian Master Plan

The City’s Bicycle and Pedestrian Master Plan was adopted in February 2013. It contains an assessment of existing conditions for bicyclists and pedestrians and provides recommendations for biking and walking facilities. The Pedestrian and Bicycle Master Plan provides guidance on implementing the goals and policies within the General Plan. Therefore, all goals and policies relating to pedestrians and bicycles previously discussed are applicable.

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4.13.1.2 EXISTING CONDITIONS

Roadway Network

The roadway network that would be affected by the proposed Project is made up of the freeway system that serves San Mateo County and an extensive street system made up of arterial and local roads. Figure 4.13-1 presents the study area roadways and intersections evaluated in this analysis.

Freeways

Interstate 280 (I-280) is an eight- to twelve-lane freeway with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and San Bruno, and regional destinations, such as San Jose. It also provides access to the greater freeway network with direct connections to Interstates 680 and 880, US Highway 101, and State Routes 1, 92 and 85. The Project is served by interchanges at Serramonte Boulevard and Hickey Boulevard. The Serramonte Boulevard interchange contains a southbound off-ramp and a northbound on-ramp to I-280. The Hickey Boulevard interchange provides full access with on- and off-ramps to both northbound and southbound I-280. The average daily traffic on I-280 in the vicinity of Hickey Boulevard ranges between 174,000 and 182,000 vehicles per day (vpd).² Bicyclists and pedestrians are not allowed on this facility.

State Route 1 (SR-1) is a four- to eight-lane freeway in the vicinity of the Project with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and Pacifica, and regional destinations along the coast. The Project is served by interchanges at Serramonte Boulevard and Clarinada Avenue. The Serramonte Boulevard interchange provides access to and from SR-1 northbound while the Clarinada Avenue interchange provides access to and from SR-1 southbound. The average daily traffic on SR-1 in the vicinity of Clarinada Avenue is between 63,000 and 68,000 vehicles per day (vpd).³ Bicyclists and pedestrians are not allowed on this facility.

Arterial

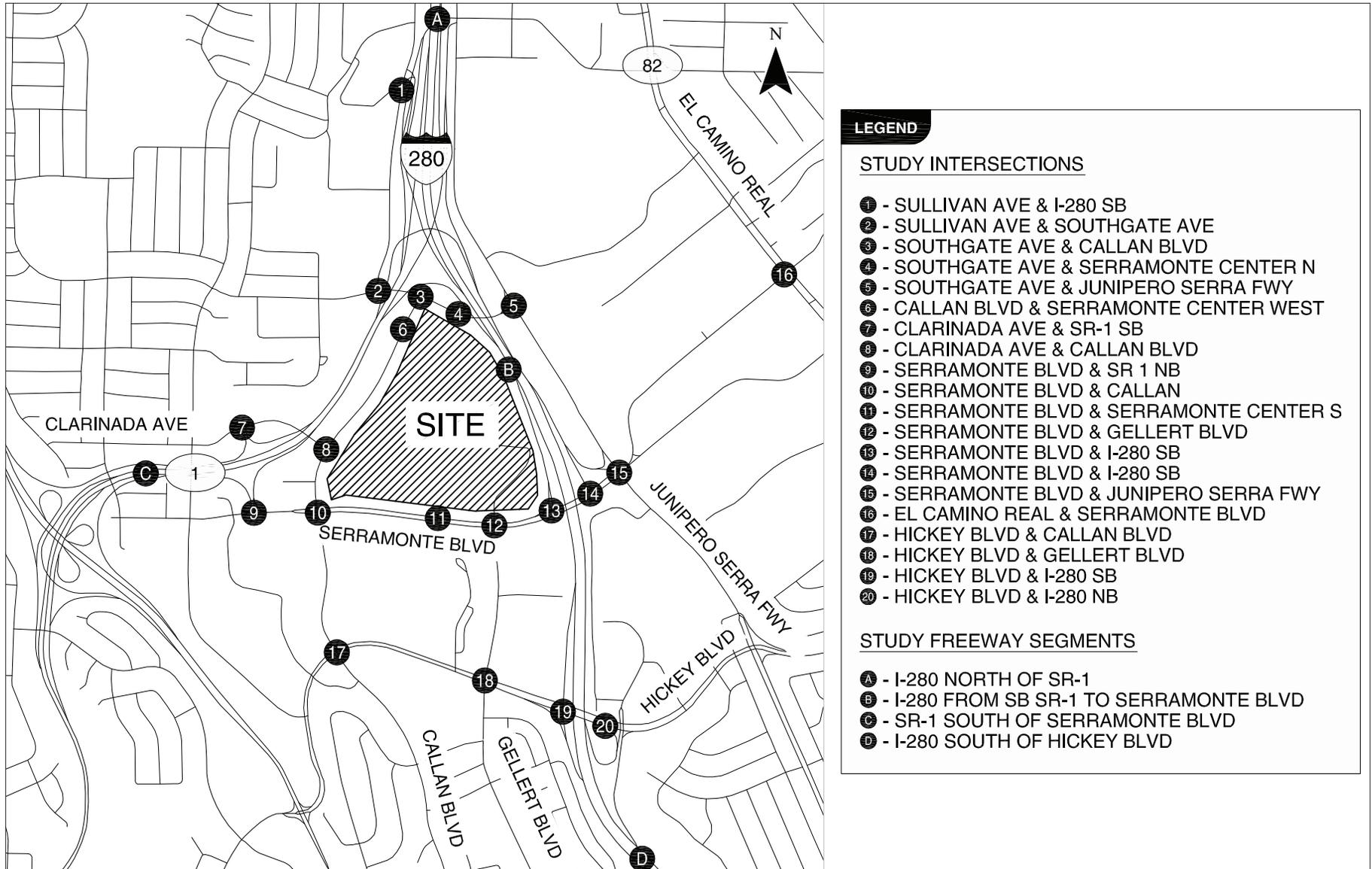
State Highway 82 (Mission Street/El Camino Real) is a four- to six-lane, north-south road that extends between San Francisco and San Jose. The posted speed limit on this roadway near the Project site is 35 miles per hour. On-street parking is generally allowed but is often not utilized due to the small number of business frontages. Sidewalks are present on the east side and intermittently available on the west side of the roadway in the vicinity of the Project. Mission Street is proposed to be designated a Class III bike route and to have a Class I bike path according to the Town of Colma's General Plan within the vicinity of the Project.

Junipero Serra Boulevard is a four-lane, north-south roadway with a posted speed limit of 35 miles per hour near the Project site. The facility extends from Daly City to South San Francisco. On-street parking is prohibited and a sidewalk is

² 2013 Traffic Volumes, California Department of Transportation (Caltrans), <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>.

³ 2013 Traffic Volumes, California Department of Transportation (Caltrans), <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>

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Source: Kittelson & Associates, Inc.

Figure 4.13-1
Study Intersections

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present along the east side of the street in the vicinity of the Project. Junipero Serra Boulevard has a designated Class II bike lane between D Street and the town limit for Colma.

Collectors

Southgate Avenue is a two- to four-lane, east-west road that extends between Westmoor Avenue and Junipero Serra Boulevard in the City of Daly City. The posted speed limit on this roadway is 25 miles per hour. On-street parking is generally allowed west of Cerro Drive. Sidewalks are present on both sides of the roadway.

Serramonte Boulevard is a four-lane, east-west roadway with a posted speed limit of 30 miles per hour that provides access to mostly residential land uses west of the Project and serves major regional roadways to the east such as Junipero Serra Boulevard and El Camino Real. Near the Project, sidewalks are primarily provided on the south side of the street with intermittent sidewalk on the north side. On-street parking is not allowed except for a small area located near St. Francis Boulevard. Serramonte Boulevard has a Class II bike lane between Gellert Boulevard and Callan Boulevard. The bike lane is planned to be expanded west towards St. Francis Boulevard, while a Class III bike route is proposed between Gellert Boulevard and Junipero Serra Boulevard.

Gellert Boulevard is a two- to six-lane, north-south road with a posted speed limit of 30 miles per hour that provides access between Serramonte Boulevard and King Drive, within the City of Daly City. On-street parking is not allowed in the project area but is allowed south of Hickey Boulevard. Sidewalks are provided on both sides of the street. Gellert Boulevard is currently classified as a Class III bike route between Serramonte Boulevard and Hickey Boulevard and has a Class II bike lane between Hickey Boulevard and King Drive.

Hickey Boulevard is a four-lane, east-west road with a posted speed limit of 35 miles per hour. Hickey Boulevard primarily serves as a connection between major regional facilities to the east (I-280, Junipero Serra Boulevard, and El Camino Real) and residential land uses to the west. Hickey Boulevard is proposed to be a Class III bike route under the City's pedestrian and bicycle master plan.

Local Streets

Callan Boulevard is a four-lane, north-south roadway that connects Southgate Avenue, Serramonte Boulevard, and residential land uses to the south of Hickey Boulevard. Within the vicinity of the Project, parking is allowed in the east side of the roadway and sidewalks are present along both sides of the street.

Clarinada Avenue is a two- to four-lane roadway that connects residential land uses to the west with Serramonte Center and the major regional roadways to the east. It also serves the SR-1 southbound ramps. Parking is allowed on both sides of the street and sidewalks are provided along both the north and south side.

Transit Facilities

Daly City is served by a well-developed transit system that includes bus and rail services provided by San Mateo County Transit District (SamTrans) and the Bay Area Rapid Transit system (BART). Such services are described below.

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SamTrans

SamTrans provides the principal bus service in San Mateo County. It operates local and school buses, as well as express routes to San Francisco. It is also a service provider for paratransit. All buses are equipped with front-loading racks that can hold up to two bicycles. SamTrans operates seven routes that directly serve the Project through an on-site bus stop. Five routes provide local service (Routes 112, 120, 121, 122, and 131) while the other two routes serve public high schools on school days (Route 16 & 28). Routes 112 and 122 serve the Colma BART station while routes 120 and 121 serve both the Daly City and Colma BART stations. Bus service on these routes is illustrated in Figure 4.13-2, SamTrans Routes.

BART

Bay Area Rapid Transit (BART) provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. The nearest station is the Colma BART Station, located near Albert M Teglia Boulevard and El Camino Real about 1.8 miles from the Project. BART's direct service from this station includes the Pittsburg-Baypoint line and the Richmond-Daly City/Millbrae line.

Bicycle and Pedestrian Facilities

Bicycling and pedestrian facilities are important components of the transportation network in the study area. They not only offer non-vehicular opportunities for both commute and recreational trips but also provide connections to BART and bus stations to allow access the region's transit network.

Existing Bicycle Facilities

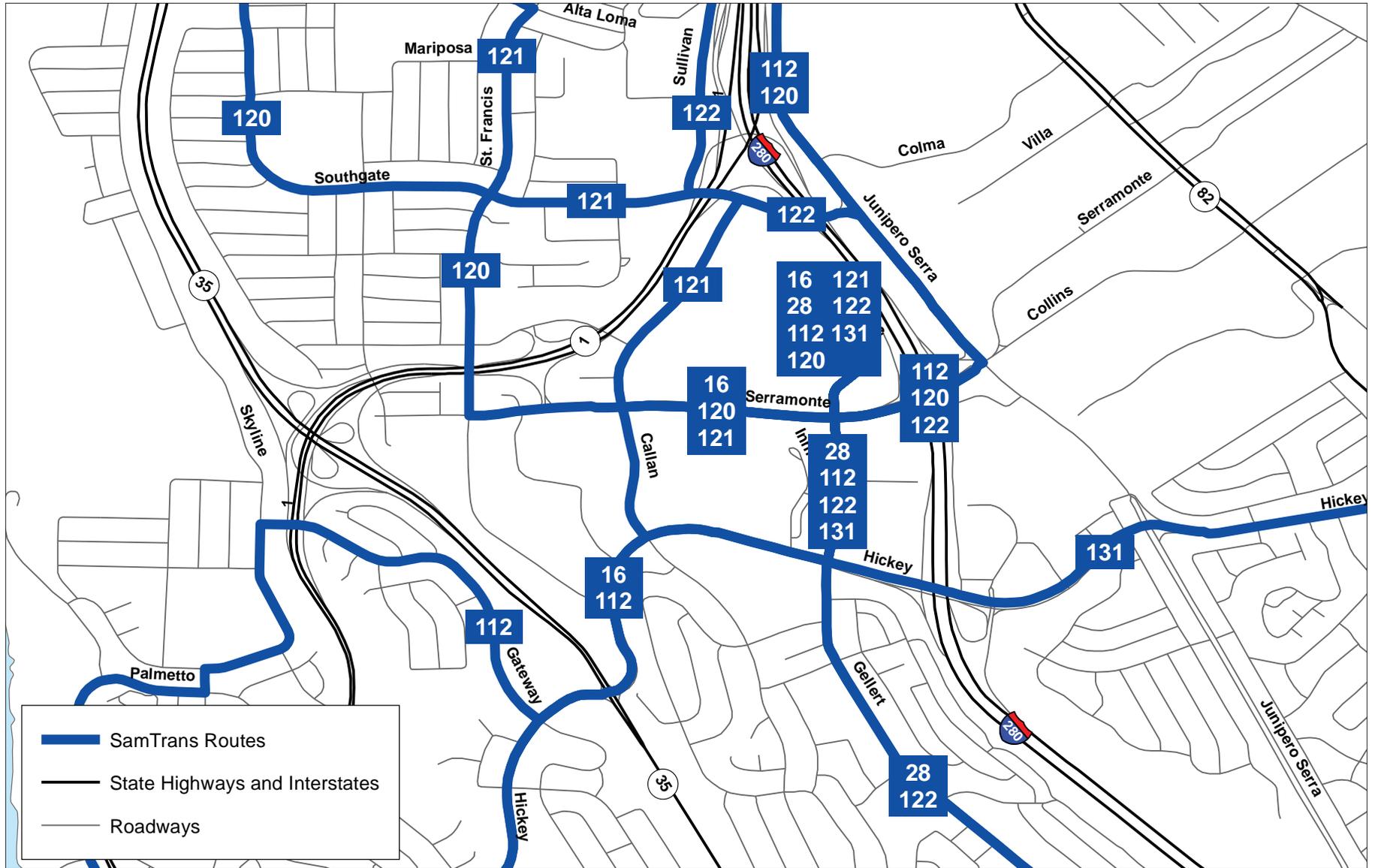
Bicycle routes and paths are typical examples of bicycle transportation facilities in the project area. Bicycle facilities are defined by the following three classes:

- Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- Class III – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

According to the Daly City Bicycle and Pedestrian Master Plan and the Town of Colma General Plan, the following bikeways are currently present within the study area:

- Class II Bike Lanes
 - Callan Boulevard between Serramonte Boulevard and King Drive
 - Gellert Boulevard between Hickey Boulevard and King Drive

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Source: Kittelson & Associates, Inc.



Figure 4.13-2
Sam Trans Routes

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- Southgate Avenue west of St. Francis Boulevard
- Junipero Serra Boulevard south of D Street
- Class III Bike Routes
 - Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard
 - Callan Boulevard between Southgate Avenue and Serramonte Boulevard
 - Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard

Existing Pedestrian Facilities

Pedestrian facilities in the project vicinity are somewhat limited. Five foot sidewalks border the Project to the south, west, and north along Serramonte Boulevard, Callan Boulevard and Southgate Avenue. There is no sidewalk connection on the north side of Serramonte Boulevard between the Project and Junipero Serra Boulevard. Additionally, all intersections that access the Project are missing at least one striped crosswalk:

- Serramonte Center North and Southgate Avenue – Striped crosswalks are present on only the west leg and south leg of the intersection
- Serramonte Center West and Callan Boulevard – Crosswalks are not present on any legs of the intersection
- Serramonte Center South and Serramonte Boulevard – Striped crosswalks are present on only the north and west legs of the intersection
- Serramonte Boulevard and Gellert Boulevard – Striped crosswalks are only present on the west and south legs of the intersection.

Within the project site, marked crosswalks are used across all major circulating roadways at key locations. Crosswalks nearest the building align with pedestrian routes between parking spaces and the primary entrances to the mall. However, designated pedestrian routes are not provided between the outparcels and the mall building; as such, pedestrians need to walk between parking aisles.

Analysis Approach

The analysis assessed the Project’s potential effects on vehicular traffic, transit operations, bicycle, and pedestrian transportation. The Project may develop in multiple phases; however, for the purpose of this study, the Project was analyzed as one single phase in order to evaluate the potential impacts upon full implementation of the Project. The study does not assume any modifications to the existing and planned internal roadway network as part of the Project, except as necessary to accommodate the Project components.

Analysis Scenarios

A level of service analysis was performed to assess the performance of the circulation system for the peak hours occurring during the weekday AM (7:00 – 9:00 a.m.), weekday afternoon (4:00 – 6:00 p.m.), and Saturday midday (12:00 – 2:00 p.m.) peak periods, for the following scenarios (these scenarios are described in more details in their respective sections):

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- Existing (2013) Conditions
- Baseline Conditions (includes approved projects that are not yet constructed)
- Baseline Plus Project Build
- Cumulative (2035) Conditions
- Cumulative (2035) Plus Project

The existing operations of the study intersections and freeway facilities were assessed for the weekday AM peak hour (the peak hour of the morning commute period), weekday PM peak hour (the peak hour of the afternoon commute peak period) and the Saturday midday peak hour (the peak hour of the midday peak period). The analysis was based on count data collected at the study intersections during typical weekday morning peak period (7:00 a.m. to 9:00 a.m.) and afternoon peak period (4:00 p.m. to 6:00 p.m.) and during Saturday midday period (12:00 p.m. to 2:00 p.m.) in the summer of 2012 and November 2013. The existing intersection volumes and lane geometries are shown in Figure 4.13-3 and Figure 4.13-4. Freeway volumes were compiled from Caltrans' California Freeway Performance Measurement System (PeMS) and Caltrans' Traffic Volume Book.

Level of Service Standards

"Levels of service" describes the operating conditions experienced by users of a facility. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of service (LOS) "A" through "E" generally represents traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. In general, LOS D or better is considered acceptable while LOS E or LOS F is not.

It is important to note that Senate Bill (SB) 743 will alter how transportation and traffic impacts are analyzed under State CEQA Guidelines. In general, SB 743 requires that the CEQA Guidelines be amended to provide an alternative to using level of service standards for evaluation transportation impacts. While the 2015 State CEQA Guidelines will be amended to incorporate the provisions of SB 743, this draft EIR was prepared based on existing 2014 CEQA Guidelines, and therefore, relies on the existing standard of using level of service to determine potential transportation impacts.

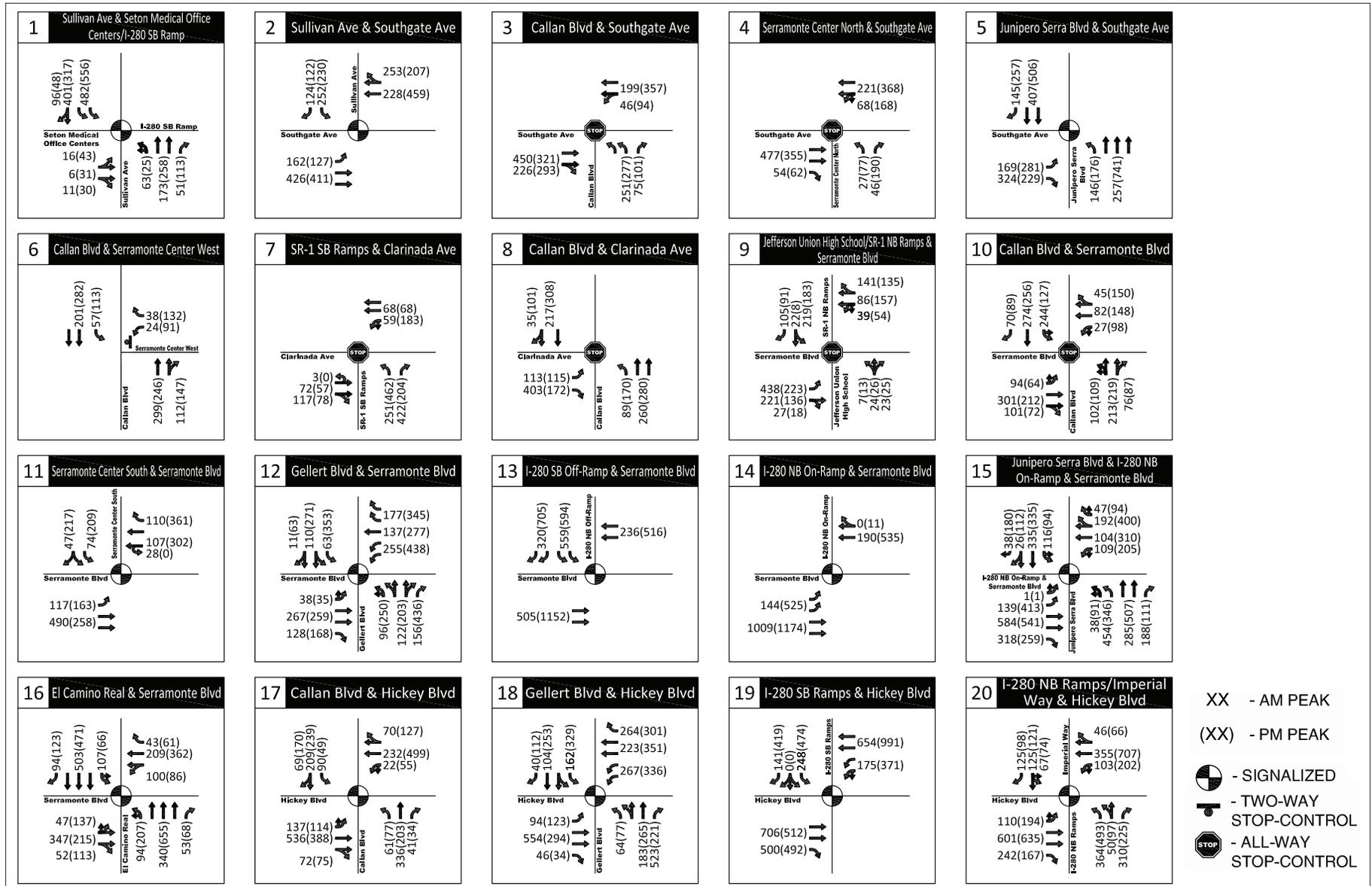
Intersection Analysis Methodology

Intersection analyses for signalized intersections were conducted using the operational methodology outlined in the 2000 Highway Capacity Manual (HCM) as implemented by the Synchro Version 8 software analysis tool. Unsignalized intersections were analyzed using HCM 2010 methodologies. Table 4.13-2 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

Freeway Mainline Segments

For both circulation system performance and congestion management program (CMP) analyses, the methodology outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, Washington, D.C., 2010) as implemented by the Highway Capacity Software (HCS) tool were used to calculate the density in terms of passenger cars per mile per lane for

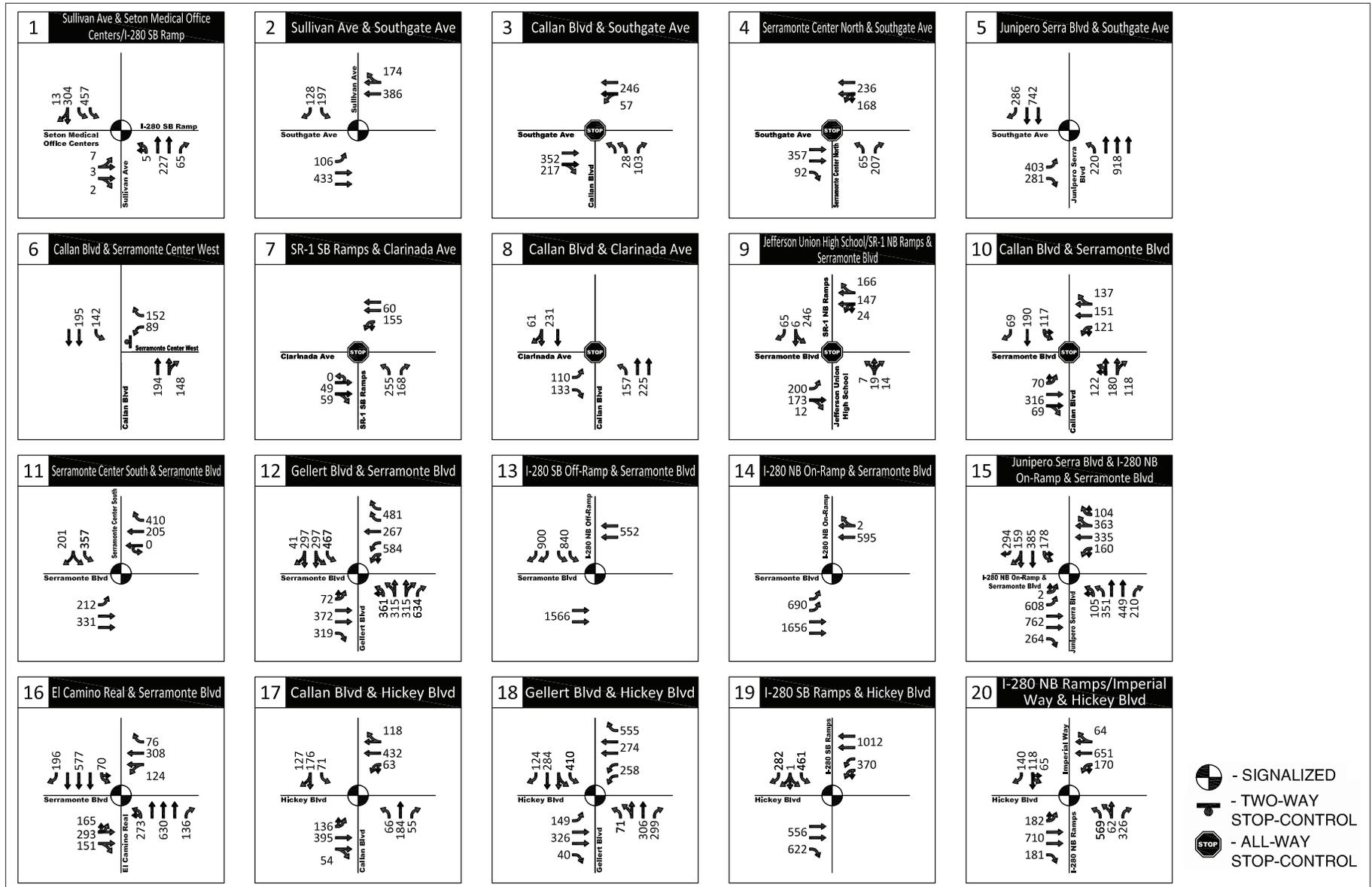
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Source: Kittelson & Associates, Inc.

Figure 4.13-3
Existing AM and PM Peak Hour Volumes

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Source: Kittelson & Associates, Inc.

Figure 4.13-4
Existing Saturday Peak Hour Volumes

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TABLE 4.13-2 DELAY AND LEVEL OF SERVICE FOR INTERSECTIONS

Signalized Intersection Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions	Unsignalized Intersection Average Delay Per Vehicle (Seconds)
≤10.0	A	Free flowing. Most vehicles do not have to stop.	≤10.0
>10.0 and ≤ 20.0	B	Minimal delays. Some vehicles have to stop, although waits are not bothersome.	>10.0 and ≤ 15.0
>20.0 and ≤ 35.0	C	Acceptable delays. Significant numbers of vehicles have to stop because of steady, high traffic volumes. Still, many pass without stopping.	>15.0 and ≤ 25.0
>35.0 and ≤ 55.0	D	Tolerable delays. Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach.	>25.0 and ≤ 35.0
>55.0 and ≤ 80.0	E	Significant delays. Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches.	>35.0 and ≤ 50.0
>80.0	F	Excessive delays. Intersection is jammed. Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into “up-stream” intersections.	>50.0

Source: Traffic Impact Analysis for the Serramonte Shopping Center, Kittleson and Associates, 2014.

the study freeway segments and to determine the LOS threshold from A to F. Table 4.13-3 shows the relationship of freeway density to level of service.

TABLE 4.13-3 LEVEL OF SERVICE DEFINITION FOR FREEWAY MAINLINE SEGMENT

LOS	Density (Passenger Vehicles per Mile per Lane)
A	≤11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45 Demand exceeds capacity

Source: Transportation Research Board, *Highway Capacity Manual* Washington, D.C., 2010, 11-7.

Freeway Weaving and Off-Ramp Queuing Analyses

A weaving analysis is typically applicable for freeway segments where the distance between an on-ramp and a downstream off-ramp is less than 2,500 feet. For the weaving analysis, both the HCM 2010 methodologies as implemented by HCS and the Leisch Method described in the Caltrans Design Manual, dated May 7, 2012 were used. Freeway weaving conditions are

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dependent upon traffic volumes and the weaving length between the interchanges; lane configurations, and free-flow speed of the freeway segment.

Off-ramp queues were analyzed using the Synchro software tool for the intersection which controls the off-ramp. Queue length is calculated based on the red time, saturation flow rate, arrival rate, number of lanes, a lane utilization factor, and an estimate of vehicle length including the space between vehicles.

Existing Intersection Levels of Service

Intersection turning movement volumes, lane configurations, and traffic control were used to calculate the levels of service at the study intersections. As shown in Table 4.13-4, all study intersections operate at LOS D or better under existing conditions for the weekday AM, weekday PM, and Saturday peak hours.

Existing Freeway Levels of Service

Table 4.13-5 presents the level of service on the study freeway segments under existing conditions. All study segments are experiencing LOS D or better condition with the exception of the I-280 southbound between SR-1 and Serramonte Boulevard. This weaving segment experiences LOS E or LOS F during the weekday AM, weekday PM, and Saturday peak hours using both the HCM and Leisch analysis methodologies.

4.13.2 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact with regard to transportation and traffic if it would:

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.
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.
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.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
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.
7. Result in inadequate parking capacity.

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TABLE 4.13-4 INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS

	North/South Street	East/West Street	Control	AM Peak Hour		PM Peak Hour		Saturday Midday	
				Delay	LOS	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10.0	A	15.7	B	7.6	A
2	Sullivan Avenue	Southgate Avenue	Signalized	15.4	B	16.0	B	13.8	B
3	Callan Boulevard	Southgate Avenue	AWSC	16.3	C	21.2	C	12.0	B
4	Serramonte Center North	Southgate Avenue	AWSC	11.0	B	15.8	C	13.7	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.4	B	14.7	B	25.6	C
6	Callan Boulevard	Serramonte Center West	TWSC	1.7 (12.5)	A (B)	4.9 (17.9)	A (C)	5.7 (16.6)	A (C)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	14.4	B	28.6	D	11.8	B
8	Callan Boulevard	Clarinada Avenue	AWSC	15.7	C	13.0	B	11.1	B
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	22.5	C	12.4	B	13.3	B
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.4	D	26.1	D	25.8	D
11	Serramonte Center South	Serramonte Boulevard	Signalized	7.9	A	13.1	B	14.8	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	18.9	B	38.9	D	52.9	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	6.7	A	13.5	B	26.2	C
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.5	A	3.3	A	3.8	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	27.1	C	36.1	D	42.4	D
16	El Camino Real	Serramonte Boulevard	Signalized	22.5	C	26.4	C	31.7	C
17	Callan Boulevard	Hickey Boulevard	Signalized	26.4	C	32.4	C	28.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	27.1	C	40.9	D	38.8	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.4	B	15.1	B	13.9	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	26.3	C	39.2	D	37.8	D

Notes: Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach)

Source: Kittelson & Associates, Inc. 2014.

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TABLE 4.13-5 FREEWAY MAINLINE LEVEL OF SERVICE – EXISTING CONDITIONS

Location	Type	Existing – AM Peak Hour			Existing – PM Peak Hour			Existing – SAT Peak Hour			
		Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c	
Northbound											
I-280 South of Hickey Blvd.	Mainline	5,834	23.1	C	6,218	23.1	C	5,604	20.7	C	
I-280 North of SR-1	Mainline	6,601	18.4	C	6,209	16.3	B	6,327	15.9	B	
SR-1 South of Serramonte Blvd.	Mainline	4,030	15.3	B	3,538	13.4	B	3,397	12.9	B	
Southbound											
I-280 South of Hickey Blvd.	Mainline	5,582	22.2	C	5,603	20.7	C	5,040	18.7	C	
I-280 North of SR-1	Mainline	8,589	20.1	C	9,832	25.6	C	7,122	20.2	C	
SR-1 South of Serramonte Blvd.	Mainline	1,470	7.4	A	1,962	9.9	A	1,614	8.2	A	
I-280 SB between SR-1 and Serramonte Blvd.	Weave ^d (HCM)	7,153	34.6	D	7,448	37.2	E	6,662	1.084	F	
I-280 SB between SR-1 and Serramonte Blvd.	Weave ^d (Leisch)	7,153	n/a	E	7,448	n/a	F	6,662	n/a	F	

a. Volume = vehicles per hour (vph).

b. Density = passenger car per mile per lane (pc/m/ln).

c. LOS = Level of Service.

d. Weaving section analyzed using both the HCM and Leisch Methodologies.

Source: Kittelson & Associates, Inc., 2014.

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It is important to note that the Standards of Significance above reflect the Appendix G Checklist included in the State CEQA Guidelines. However, Standard 7 regarding inadequate parking capacity is not included in the State CEQA Guidelines, and is included in this Draft EIR for informational purposes only.

4.13.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to transportation and traffic.

TRANS-1	The Project would 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, 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.
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The City of Daly City General Plan contains level of service standards for intersection operations at both signalized intersections and unsignalized intersections. According to Policy CE-1, the minimum acceptable LOS is D. Three intersections are also located in the Town of Colma (“Colma”) and, therefore, Colma’s significance criteria were applied at these locations. Colma’s General Plan uses LOS D as the standard according to section 5.03.101 of the circulation element. LOS E is tolerated for the intersection of Serramonte Boulevard and Junipero Serra Boulevard (Table C-2 of Colma’s circulation element). Based on these criteria and for the purposes of this study, significant traffic impacts at intersections in the study area are identified if the Project causes:

- The intersection of Serramonte Boulevard and Junipero Serra Boulevard to worsen from LOS E or better
- All other intersections to worsen from LOS D or better to LOS E or F for overall intersection delay; or
- An increase in overall average delay for intersections that operate below the LOS standard under No Project conditions.

To assess freeways, as stated in the Caltrans Traffic Impact Study (TIS) Guide, “Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness (MOE) should be maintained.” For the purposes of this analysis, significant traffic impacts on I-280 and SR-1 in the study area are identified using the significance criteria from the C/CAG Congestion Management Program (CMP) since all freeway analysis sections were also CMP segments.

Project-Related Trips

Trip generation of the Project is based upon information compiled by the Institute of Transportation Engineers (ITE) (*Trip Generation Manual, Ninth Edition, 2012* and *Trip Generation Manual, Ninth Edition, User Guide and Handbook, 2012*) with the exception of the Dave & Buster’s land use. Given the unique nature of its format, data on Dave and Buster’s is not available

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in the ITE manual. Therefore, a traffic study conducted for four other Dave and Buster's from around the United States was used to determine the trip generation rates for the Daly City site. This study is provided as an appendix to the transportation study for the project included in Appendix F. Trip generation results also applied a reduction for the displaced land uses that will be removed as part of the project. A detailed discussion presents the methodologies utilized to calculate the project's trip generation in pages 24 and 25 of the transportation study.

Overall, the Project was estimated to generate 11,916 new external vehicular trips after accounting for linked trips and pass-by trip adjustments and the displaced land uses. Of these external trips, 450 trips would occur during the weekday morning peak hour and 875 trips would occur during the weekday afternoon peak hour. The Project is also projected to generate 15,163 new external vehicular trips during Saturday, of these 968 trips would occur during the Saturday peak hour.

The Daly City Model was used to distribute project trips to and from the Project and to assign them onto the roadway network for each of the analysis conditions. The project's trip distribution pattern is shown in Figure 4.13-5.

The performance of the analysis intersections and freeway locations was assessed for the period before the opening of the proposed Project but after the completion of currently approved developments (Baseline Conditions) and for the future planning year 2035 (listed in the transportation study as Cumulative Conditions). The process through which the background and project-generated traffic were developed is described in page 33 of the transportation impact analysis for the project.

Baseline Conditions

For this study, the baseline condition includes existing conditions plus completion of currently approved developments within the vicinity of the Project site. Intersection and freeway analysis of Baseline and Baseline plus Project conditions was performed to determine potential traffic impacts of the proposed Project in combination with existing traffic volumes and any approved developments. Baseline conditions for this study include existing volumes, a Dick's Sporting Goods store (83,000 square feet), and 12,000 square feet of restaurant space which are approved for the Project site but not accounted for in existing traffic counts. No other planned developments or roadway improvements are assumed in the Baseline Conditions. The level of service for Baseline, and Baseline Plus Project results for AM Peak Hour, PM Peak Hour, and Saturday Midday are summarized in Tables 4.13-6, 4.13-7, and 4.13-8, respectively.

Signalized Intersections

Under the Baseline scenario none of the signalized intersections were found to operate below both City standards of LOS D. Project traffic would cause the signalized intersection of Serramonte Boulevard at Gellert Boulevard degrade to unacceptable LOS E during Saturday. This would be a *significant* impact.

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Source: Kittelson & Associates, Inc.

X(X)% AM(PM)%
Trip Distribution



Figure 4.13-5
Trip Distribution

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TABLE 4.13-6 INTERSECTION WEEKDAY AM PEAK HOUR BASELINE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10	A	10	A
2	Sullivan Avenue	Southgate Avenue	Signalized	15.4	B	15.5	B
3	Callan Boulevard	Southgate Avenue	AWSC	16.6	C	18.2	C
4	Serramonte Center North	Southgate Avenue	AWSC	11.4	B	12.6	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.6	B	15.4	B
6	Callan Boulevard	Serramonte Center West	TWSC	2.1 (12.8)	A (B)	2.9 (14.4)	A (B)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	14.6	B	15.2	C
8	Callan Boulevard	Clarinada Avenue	AWSC	15.9	C	20.7	C
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	23.1	C	26.5	D
10	Callan Boulevard	Serramonte Boulevard	AWSC	27.2	D	35.8	E
11	Serramonte Center South	Serramonte Boulevard	Signalized	8.1	A	8.6	A
12	Gellert Boulevard	Serramonte Boulevard	Signalized	18.9	B	19.5	B
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	6.7	A	6.9	A
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.5	A	1.6	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	27.4	C	28.4	C
16	El Camino Real	Serramonte Boulevard	Signalized	22.5	C	22.7	C
17	Callan Boulevard	Hickey Boulevard	Signalized	26.4	C	26.5	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	27.4	C	27.9	C
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.4	B	10.3	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	26.3	C	26.5	C

Notes: **Bold** indicate unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).

Source: Kittelson & Associates, Inc. 2014.

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TABLE 4.13-7 INTERSECTION WEEKDAY PM PEAK HOUR BASELINE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	15.7	B	15.7	B
2	Sullivan Avenue	Southgate Avenue	Signalized	16	B	16.4	B
3	Callan Boulevard	Southgate Avenue	AWSC	21.7	C	31.7	D
4	Serramonte Center North	Southgate Avenue	AWSC	16.3	C	27.3	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.9	B	20	B
6	Callan Boulevard	Serramonte Center West	TWSC	5.2 (18.7)	A (C)	17.5 (60.6)	C (F)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	29	D	36.6	E
8	Callan Boulevard	Clarinada Avenue	AWSC	13.1	B	20.9	C
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	12.5	B	13.4	B
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.5	D	38.1	E
11	Serramonte Center South	Serramonte Boulevard	Signalized	13.3	B	15	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	39.4	D	53.7	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	13.6	B	15	B
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	3.3	A	3.6	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	36.1	D	37	D
16	El Camino Real	Serramonte Boulevard	Signalized	26.5	C	27	C
17	Callan Boulevard	Hickey Boulevard	Signalized	32.5	C	32.9	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	40.9	D	42.4	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	15.1	B	15.1	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	39.3	D	39.9	D

Notes: **Bold** indicates unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-8 INTERSECTION SATURDAY MIDDAY PEAK BASELINE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	7.6	A	7.6	A
2	Sullivan Avenue	Southgate Avenue	Signalized	13.9	B	14.2	B
3	Callan Boulevard	Southgate Avenue	AWSC	12.2	B	14.8	B
4	Serramonte Center North	Southgate Avenue	AWSC	14.5	B	23.4	C
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	27.5	C	31.8	C
6	Callan Boulevard	Serramonte Center West	TWSC	6.4(18.1)	A (C)	20.9(60.8)	C (F)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	12	B	13.4	B
8	Callan Boulevard	Clarinada Avenue	AWSC	11.2	B	14.1	B
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	13.6	B	16.3	C
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.7	D	39.6	E
11	Serramonte Center South	Serramonte Boulevard	Signalized	15.3	B	19.9	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	54.8	D	72.5	E
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	27.1	C	35	D
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	3.8	A	4.3	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	42.8	D	45.7	D
16	El Camino Real	Serramonte Boulevard	Signalized	31.8	C	32.6	C
17	Callan Boulevard	Hickey Boulevard	Signalized	28.2	C	29.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	38.9	D	39.2	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	13.9	B	13.9	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	37.8	D	38.4	D

Notes: **Bold** indicate unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).

Source: Kittelson & Associates, Inc., 2014.

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Serramonte Boulevard at Gellert Boulevard

Impact TRANS-1A: The Project would cause the intersection level of service to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-1A: The following shall be implemented:

- Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard.
- Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include:
 - Two exclusive left-turn lanes
 - One through lane
 - One through-right turn lane
 - One exclusive right-turn lane
 - Reduce number of southbound receiving lanes from three to two
- Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include:
 - Two exclusive left-turn lanes
 - One-through-right turn lane
- Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1A would improve the operation of this intersection to LOS D during Saturday baseline conditions, which would reduce the Project impact to *less than significant*.

Unsignalized Intersections

All unsignalized intersections are projected to operate within acceptable standards under the Baseline No Project scenario. The addition of Project traffic would cause the all-way stop controlled intersections of SR-1 SB Ramps & Clarinada Avenue to degrade to unacceptable LOS E in the PM peak hour, and Callan Boulevard & Serramonte Boulevard to degrade to unacceptable LOS E in the AM and PM peak hour, which would be a *significant* impact.

SR-1 Southbound Ramps at Clarinada Avenue

Impact TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal.

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Significance After Mitigation: Less than significant. Although this is a Caltrans intersection, Caltrans made no objection to signalizing this intersection under the General Plan; therefore, the City would likely be able to control implementation of this Mitigation Measure. Therefore, Mitigation Measure TRANS-1B would effectively reduce this impact to *less than significant*.

Callan Boulevard at Serramonte Boulevard

Impact TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours.

Mitigation Measure TRANS-1C: Install actuated-uncoordinated traffic signal.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1C would improve the operation to LOS C and lessen the project impacts during the weekday AM, weekday PM, and Saturday peak hours. Therefore, the impact would be reduced to *less than significant*.

Freeway Operations

Freeway operations for weekday AM peak hour, PM peak hour, and Saturday are presented in Tables 4.13-9, 4.13-10, and 4.13-11, respectively. As shown, the segment of I-280 between SR-1 and Serramonte Boulevard would operate at LOS E during the AM peak hour as a result of the Project. Additionally, this segment's V/C ratio would increase by more than 1 percent as a result of the Project for the Saturday peak hour. Therefore, the Project impact is considered to be *significant*.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-1D: The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measure TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Significance After Mitigation: Significant and unavoidable. Construction of these improvements would likely reduce the Project's impact to less than significant; however, because this segment is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*.

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TABLE 4.13-9 FREEWAY AM PEAK HOUR BASELINE CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,835	23.1	C	5,841	23.1	C	No	No
I-280 North of SR-1	Mainline	E	6,601	18.4	C	6,602	18.4	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,032	15.3	B	4,045	15.4	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,583	22.2	C	5,589	22.2	C	No	No
I-280 North of SR-1	Mainline	E	8,592	20.1	C	8,618	21.1	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,470	7.4	A	1,473	7.5	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,156	34.7	D	7,182	35.0	E	No	Yes
	Leisch			N/A	E		N/A	E		

Note: **Bold** indicates significant impacts.

a. Volume = vehicles per hour (vph)

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0

c. LOS = Level of Service

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-10 FREEWAY PM PEAK HOUR BASELINE CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,219	23.1	C	6,237	23.2	C	No	No
I-280 North of SR-1	Mainline	E	6,209	15.2	B	6,212	15.2	B	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	3,540	13.4	B	3,563	13.5	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,608	20.7	C	5,676	21	C	No	No
I-280 North of SR-1	Mainline	E	9,836	25.6	C	9,889	25.8	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,964	9.9	A	1,991	10.1	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,452	37.2	E	7,505	37.8	E	No	No
	Leisch			N/A	F		N/A	F		

a. Volume = vehicles per hour (vph)

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0

c. LOS = Level of Service

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-11 FREEWAY SATURDAY PEAK HOUR BASELINE CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,607	20.7	C	5,626	20.8	C	No	No
I-280 North of SR-1	Mainline	E	6,327	15.9	B	6,327	15.9	B	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	3,401	12.9	B	3,401	13	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,051	18.7	C	5,123	19	C	No	No
I-280 North of SR-1	Mainline	E	7,130	20.2	C	7,187	20.4	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,618	8.2	A	1,647	8.3	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,709	-	F	7,768	-	F	Yes	Yes
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.

a. Volume = vehicles per hour (vph)

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0

c. LOS = Level of Service

Source: Kittelson & Associates, Inc., 2014.

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TRANS-2 **The Project would conflict with an applicable congestion management program, including, but not limited to, level of service standards, travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

As described above in the Regulatory Setting, C/CAG 's CMP uses level of service standards as a means to measure congestion and has established LOS standards to determine how local governments meet the standards of the CMP.

The Congestion Management Program analysis segments in the vicinity of the Project are the freeway facilities of Interstate 280 and State Route 1. The project's impact on these facilities was discussed in the previous section based on the CMP significance criteria. Therefore, all impacts and proposed mitigation measures can be found under the freeway sections of the Baseline and Cumulative Conditions analysis sections.

Freeway facilities were evaluated previously in TRANS-1. As discussed in TRANS-1, significant traffic impacts on I-280 and SR-1 in the study area are identified using the significance criteria from the C/CAG Congestion Management Program (CMP) since all freeway analysis sections were also CMP segments.

The Project would contribute to unacceptable conditions at the freeway segment of I-280 Southbound between SR-1 and Serramonte Boulevard under Baseline, and Cumulative conditions, which would conflict with the CMP and would result in a *significant* impact.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-2A: Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measure TRANS-2A: Implementation of Mitigation Measure TRANS-1D.

Significance After Mitigation: Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control, therefore, the impact on this CMP facility remains *significant and unavoidable*.

Impact TRANS-2B: Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measure TRANS-2B: Implementation of Mitigation Measure TRANS-8F. (See subsection 4.13.4 of this chapter.)

Significance After Mitigation: Significant and unavoidable. Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control, therefore, the impact on this CMP facility remains *significant and unavoidable*.

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TRANS-3 The Project would not 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.

As discussed in the Initial Study, the proposed Project is not located within two miles of a public or a private use airport, nor is it within the land use compatibility plan for any airport. Given that the Project would not generate air traffic and would not be located in close proximity to any facilities used by aircraft and since it would not be of sufficient height to interfere with typical aircraft operations, the Project would not result in changes to aircraft patterns in terms of location. Therefore, the impact would be *less than significant*.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

TRANS-4 The Project could increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Design and Incompatible Use Hazards

The Project includes landscaping, hardscaping, lighting, and paving improvements to the site’s main entry on Serramonte Boulevard, as well as to the loop road that circles the property. The Project would not change the existing access driveways. An additional entrance/exit off of Callan Boulevard would be created to serve the medical office buildings in the southwestern corner of the Project site. In addition, the main entry road (off the Gellert and Serramonte Boulevards intersection) would be re-aligned and a new parking garage would be built. There may be a slight increase in pedestrian, bicycle, and transit activity along with the anticipated increase in vehicular travel due to the proposed Project. While as a part of the entitlement review process, a thorough review of the Project plans for consistency with the City’s development standards would be performed. Municipal Code, Chapter 17.45, Design Review, outlines the design review standards by which all development proposals must adhere. Site plans would be required to consider these standards, indicating pedestrian, vehicular and service ingress/egress, and driveway widths. Additionally, all improvements would have to be implemented in accordance with the City of Daly City development and engineering standards to ensure that no hazardous circulation conditions are created as a result of implementation of the proposed Project. Even with the anticipated increase in activity in the vicinity of the project site, the project driveways would be designed according to City standards and would not cause a substantial hazardous design feature. Project development would not result in substantial hazards from design of proposed circulation features or from traffic conflicts such as traffic and pedestrian hazards.

Queuing Analysis

A hazardous condition can occur when vehicle queue that overflows the available storage for the left turn pocket, causing blockage of adjacent travel lanes blocking through traffic. A queuing analysis was performed for the following eleven (11) intersections to address this potential impact:

- Callan Boulevard & Southgate Avenue (#3) for the northbound left turn lane

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- Serramonte Center North & Southgate Avenue (#4) for the westbound left turn lane
- Junipero Serra Boulevard & Southgate Avenue (#5) for the eastbound left turn lane
- Serramonte Center West & Callan Boulevard (#6) for the southbound left turn pocket
- State Route 1 Southbound Ramps & Clarinada Avenue (#7) for the westbound left turn pocket
- State Route 1 Northbound Ramps & Serramonte Boulevard (#9) for the southbound left turn lane
- Callan Boulevard & Serramonte Boulevard (#10) for the southbound and eastbound left turn pocket
- Serramonte Boulevard & Serramonte Center South Driveway (#11) for the eastbound left turn pocket
- Gellert Boulevard & Serramonte Boulevard (#12) for the eastbound and northbound left turn pockets
- Junipero Serra Boulevard & Serramonte Boulevard (#15) for the northbound left turn pocket
- Gellert Boulevard & Hickey Boulevard (#18) for the southbound left turn pocket

In addition, the following Freeway off-ramp queues were evaluated:

- SR-1 Southbound Off-Ramp to Clarinada Avenue
- SR-1 Northbound Off-Ramp to Serramonte Boulevard
- I-280 Southbound Off-Ramp to Serramonte Boulevard
- I-280 NB Off-Ramp to Hickey Boulevard

The City has no formally-adopted criterion that establishes a threshold of significance for vehicle queues at intersections. The traffic impact study identifies a significant impact as occurring at locations where Project traffic would cause the 95th percentile queue length for a left turn pocket to:

- Overflow its available queue storage compared to no project conditions;
- Cause a queue to spillback into an upstream signalized intersection; or
- Cause a no project queue already overflowing the queue storage to increase by 3 vehicles or more (75 feet).

A detailed evaluation presenting the results of the queue analysis is presented in Tables 19 to 22 of the TIA, included as Appendix F of this Draft EIR. Based on this significance standard, project-generated traffic was found to cause the following intersections to exceed the thresholds:

- State Route 1 Southbound Ramps & Clarinada Avenue
- Callan Boulevard & Serramonte Boulevard
- Serramonte Boulevard & Serramonte Center South Driveway
- Gellert Boulevard & Serramonte Boulevard
- Junipero Serra Boulevard and Serramonte Boulevard

The Project would contribute to a significant increase in the queue length as identified above at these intersections; therefore, would result in a *significant* impact.

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SR-1 Southbound Ramps at Clarinada Avenue

Impact TRANS -4A: The addition of Project traffic would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measure TRANS-4A: For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.

Significance After Mitigation: Significant and unavoidable. Extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway grade, curvature, and presence of street lighting within the median. Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, the Project's impact at this location remains *significant and unavoidable*.

Callan Boulevard at Serramonte Boulevard

Impact TRANS-4B: The addition of Project traffic would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.

Significance After Mitigation: Less than significant. Implementation of TRANS-1C would reduce the queue length under Project conditions to be contained within the available queue storage and lessen the project impacts to *less than significant*.

Serramonte Boulevard at Serramonte Center South Driveway

Impact TRANS-4C: The addition of Project traffic would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.

Mitigation Measure TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following:

- Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage.
- Modify the signal timing to increase the available green time for the eastbound left turn lane.

Significance After Mitigation: Less than significant. Implementation of TRANS 4-C would reduce lessen the project impacts to *less than significant*.

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Gellert Boulevard and Serramonte Boulevard

Impact TRANS-4D: The addition of Project traffic would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.

Significance After Mitigation: Less than significant. Implementation of TRANS 1-A would reduce the queue for the eastbound and northbound left turn pocket during the Saturday peak hour under Baseline and Cumulative conditions to be contained within the available storage and lessen the project impacts to *less than significant*.

Junipero Serra Boulevard and Serramonte Boulevard

Impact TRANS-4E: The addition of Project traffic would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measure TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available.

Significance After Mitigation: Significant and unavoidable. Extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way). Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, the Project's impact at this location remains *significant and unavoidable*.

TRANS-5 **The Project would not result in inadequate emergency access.**

Existing connections to the local network would remain with buildout of the Project, providing two access points on Serramonte Boulevard and one access point each on Callan Boulevard and Southgate Avenue. An additional entrance to the medical office buildings is also proposed off Callan Boulevard. The Project would involve improvements and realignment of the main ingress/egress point at Gellert and Serramonte Boulevard, and individual buildings would be accessed through the internal circulator roadway, and drive aisles within adjacent parking areas. The existing distribution and location of driveways provide adequate access to and from the site. Additionally, a thorough review would be conducted by Daly City staff during the entitlement review process to ensure that all proposed design complies with City standards as well as other requirements in the California Fire Code, and the City's Development Standards in the Municipal Code, and the California Vehicle Code. The Project would be designed to ensure that adequate access for emergency vehicles is provided. Therefore, considering that buildout of the Project would not involve major modifications to existing access driveways, impacts to emergency vehicle access would be *less than significant*.

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Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code
- California Vehicle Code
- California Fire Code

Significance Before Mitigation: Less than significant.

TRANS-6 **The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

The following discusses potential impacts with the Project related to transit, bicycle, and pedestrian modes or travel.

Transit

The Project serves as one of the key transit hubs in SamTrans' transit network in San Mateo County with seven routes directly serving the Project site. As part of the Project, the location and access to the on-site transit hub would be relocated approximately 250 feet to the south. The new location would reduce the distance buses have to travel to access the station. This in turn would reduce the time needed to enter and exit the transit hub which is in keeping with Policy 8 from the City's General Plan which requires consideration of mechanisms to reduce transit vehicle headways. Given the anticipated improvement to transit vehicle headways and the Project not interfering with an effective transit system, the Project's would not conflict with policies and plans related to transit and a *less-than-significant* impact would occur.

Bicycle

A qualitative assessment was conducted to determine the Project's potential impacts on bicyclists and bicycle facilities. The City of Daly City's Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard. This bicycle facility would fill the gap between Gellert Boulevard and Junipero Serra Boulevard connecting the Project to the Town of Colma. The Project would not make changes to the existing roadway such that the Class III bicycle route could not be implemented. Therefore, the Project does not conflict with the City's policy to install bicycle facilities throughout the City according to the Bicycle Master Plan.

New trips generated by the Project are expected to be greater than 400 trips in the weekday AM peak hour, greater than 800 trips in the weekday PM, and greater than 900 trips in the Saturday peak hours. The increase in vehicle trips has the potential to increase conflicts between bicyclists and motor vehicles. However, the only new driveway being added is at the Callan Boulevard and Clarinada Avenue intersection which an all-way stop controlled intersection and all existing accesses are either stop or signal controlled intersections. As such, the Project would not present significant barriers to bicyclists since it is not increasing the number of conflict points along the main access roads. Therefore, a *less-than-significant* impact would occur.

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Pedestrian

A qualitative assessment was conducted to determine the Project's potential impacts on pedestrians and pedestrian facilities. Vehicle trips generated by the Project are expected to be greater than 400 trips in the weekday AM peak hour, greater than 800 trips in the weekday PM, and greater than 900 trips in the Saturday peak hours. Three existing Project access driveways are either signal controlled or all-way stop controlled intersections. The increase in Project trips at these existing access driveway locations is not expected to increase conflicts since pedestrians either have the right-of-way or their own signal indication.

The fourth existing access driveway to access the main mall area, Callan Boulevard and Serramonte Center West, is two-way stop controlled without any marked crosswalks. A proposed (fifth) access driveway, exclusively for the medical offices at the intersection of Callan Boulevard and Clarinada Avenue, would be an all-way stop controlled without any marked crosswalks under existing conditions. The increase in vehicle trips at these two intersections has the potential to increase pedestrian and motor vehicle interactions. The lack of marked crosswalks at these intersections under existing conditions have the potential to increase pedestrian and vehicle conflicts if marked crosswalks are not implemented with the construction of the new approach for the Project's medical office space. Therefore, a *significant* impact related to pedestrian circulation at these two access driveways.

Impact TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.

Mitigation Measure TRANS-6A: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Serramonte Center West.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-6A would improve pedestrian visibility and reinforce the pedestrian's right-of-way. The mitigation would lessen the Project impacts to *less than significant*.

Impact TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.

Mitigation Measure TRANS-6B: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Clarinada Avenue.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-6B would improve pedestrian visibility and reinforce the pedestrian's right-of-way. The mitigation would lessen the Project impacts to *less than significant*.

TRANS-7 **The Project would not result in inadequate parking capacity.**

The Project is proposed to provide a total of 4,635 parking spaces which includes a garage which provides 879 net new parking spaces for all land uses except the medical offices upon project build out. The medical offices will have their own parking area since its parking cannot be shared with the rest of Serramonte Center due to its location. This parking analysis

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assessed the adequacy of the proposed number of parking spaces (4,635) based on the City’s parking requirements as well as the parking demand estimation according to *Parking Generation* (4th edition) published by the Institute of Transportation Engineers (ITE). Due to the mixed-use nature of the Project, there are ample opportunities for shared parking as well as internal trip-making that would likely be conducted on foot rather than by vehicles.

Existing Parking

Serramonte Center currently provides 4,434⁴ marked on-site parking spaces for its existing land uses. A summary of the parking data collected on Saturday, September 27, 2014 and on Wednesday, October 1, 2014 during the midday peak hour (12:00 to 1:00 p.m.) is shown in Table 4.13-12.

TABLE 4.13-12 EXISTING PARKING SUMMARY

	Wednesday	Saturday
Existing Marked Parking Supply	4,434	4,434
Existing Parking Occupancy	1,406	2,416
Existing Occupancy Rate	31.7%	54.5%

Source: Kittelson & Associates, Inc. 2014.

The parking data shows a 31.7 percent occupancy rate on the weekday and a 54.5 percent occupancy rate on the weekend for the marked parking spaces. With these occupancy percentages, the current Shopping Center has adequate parking supply to accommodate typical weekday and weekend parking demands. There could be a temporary increase to peak parking demands beyond typical weekday and weekend parking demands during major holidays (i.e. Christmas, and Thanksgiving weekend); however, these increases would be temporary and occur only during major holidays.

Proposed Land Uses

A review of the parking requirement and estimated parking demand for each of the existing, displaced, and proposed land uses is shown in Table 4.13-13. For this assessment, the Medical/Dental Office was isolated because it is located in a separate area from the remainder of the Serramonte Center uses with a limited potential for shared parking. The medical/dental office would require about 290 parking spaces in its own lot based on the estimated demand.

Parking Demand

Parking demand for the Project was estimated by taking the existing parking occupancy and adding the trips associated with the proposed new land uses and subtracting the trips associated with the displaced land uses. ITE’s *Parking Generation Manual*

⁴ There is also space available to accommodate up to 343 additional parking spaces in areas that are currently not marked. Therefore, the maximum capacity under existing conditions if all parking spaces were marked is 4,777 spaces.

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TABLE 4.13-13 PROPOSED LAND USE PROGRAM

Land Use Program	Size (SF)	Parking Demand				Proposed City Parking Requirement	
		Weekday		Saturday		Ratio	Spaces
		Rate	Spaces ^a	Rate	Spaces ^a		
Existing Land Uses							
<i>Parking Demand</i>	883,000 ^b		1,406 ^c		2,416 ^c	3.5	3,091
Displaced Land Uses							
Shopping Center	23,500	2.55	-43	2.87	-49	3.5	-82
Health/Fitness Club	25,000	5.27	-56	2.89	-57	3.5	-88
Tire Store	7,200	4.17	-22	4.17	-21	3.5	-25
Restaurant	5,300	10.6	-35	13.5	-42	3.5	-19
<i>Parking Demand</i>	61,000		-156		-169		-214
Proposed New Land Uses							
Health/Fitness Club	20,000	5.27	45	2.89	45	3.5	70
Dave & Busters	40,000	2.86	30	5.71	58	3.5	140
Shopping Center	225,000	2.55	413	2.87	465	3.5	788
Restaurant	12,000	10.6	80	13.5	95	3.5	42
Supermarket	35,000	3.78	95	3.92	89	3.5	123
Movie Theater	47,000 sf (1,043 seats)	36.2 ^d	228	36.2 ^d	228	1 per 6 seats	174
All Suite Hotel	75,000 sf (150 rooms)	0.93 ^e	41	0.83 ^e	112	1 per 1 room & 1 per 300ft ^c lobby	175
Medical/Dental Office ^e	65,000	3.2	132	0	0	1 per 300 ft ^c up to 21 KSF and 1 per 200 ft ^c thereafter	228
<i>Parking Demand</i>	519,000		932		1,092		1,512
<i>Total Parking Demand</i>	1,463,000		2,182		3,339		4,389

a. Reductions for peak hour, mode split, and internalization have been applied.

b. Existing square footage does not include vacant Wachovia (3,000 square feet) which is currently not generating parking demand.

c. The existing parking demand is from the parking data collection from September/October 2014.

d. The parking generation rate for a Movie Theater is based on the number of screens.

e. The parking generation rate for an All Suite Hotel is based on the number of rooms.

f. The Medical/Dental Office land use is not included in the total, as it is located off-site.

Source: Kittelson & Associates, Inc., 2014.

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provides parking generation rates for various land uses. Similar to trip generation, these rates were applied to the land uses for the proposed Project and to the displaced land uses to estimate the net new parking demand associated with the Project. Adjustments were applied to these values to account for the midday peak hour, mode-split and internalization, as was done for the trip generation per the City. A summary of the parking demand estimate for the Project is shown in Table 4.13-12.

As shown in this table, there would be sufficient parking provided by the Project to meet the estimated parking demand associated with the Project during typical weekday and weekend midday peak hours since there are 4,635 parking spaces provided upon completion of the Project.

City Parking Requirement

The Project Applicant is requesting a parking ratio of a minimum 3.5 spaces per 1,000 square feet of proposed development which has been used as guidance for this parking analysis for retail land uses. The hotel land use applies a parking ratio of one space per room and one space per 300 square feet of lobby. The movie theater land use applies one space per six seats. Based on these rates, the parking supply that would be required by the City is shown in Table 4.13-14.

TABLE 4.13-14 PARKING RATIOS AND REQUIRED SPACES

Program	Parking Ratio	Parking Spaces
Hotel – 150 rooms (plus 7,500 SF of lobby)	1 per room & 1 per 300 SF lobby	175
Theater – 1,043 seats	1 per 6 seats	174
All else - 1,154,000 SF*	3.5 per 1,000 SF	4,040
<i>Total Parking Required</i>		<i>4,389</i>
<i>Parking Provided</i>		<i>4,635</i>
<i>Parking Surplus</i>		<i>246</i>

Note: SF = square feet.

* Does not include Medical/Dental Office land use in the total since it is located off-site.

Source: Kittelson & Associates, Inc., 2014.

As shown in Table 4.13-14, the proposed Project requires 4,389 parking spaces. The site plan currently shows that the development will provide 4,635 parking spaces, which would result in a parking space overage of about 246 spaces. Using the City's zoning ordinance for off-street parking requirements, the medical offices fit most closely into the banks, business, and professional offices category. The category requires one space for every 300 square feet for the first 21,000 square feet of gross floor area and one space for every 200 square feet thereafter. Based on these requirements, the 65,000 square feet of medical offices will require 290 parking spaces once it is built. Therefore, with a total of 4,635 parking spaces, the Project would provide adequate parking and the impact would be *less than significant*.

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Applicable Regulations:

- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

4.13.4 CUMULATIVE IMPACTS

TRANS-8	The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in a significant cumulative impacts with respect to transportation and traffic.
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Cumulative Conditions (2035)

This section describes cumulative conditions of how the Project would operate at buildout in combination with the growth and changes of the surrounding community by the year 2035.

Planned Development and Improvements⁵

The land use and roadway network assumptions for the Cumulative Conditions are based on the City Model for the 2035 horizon year. It includes all the planned developments and improvements identified under Baseline Conditions and those identified in the Daly City General Plan. Improvements affecting the project area that were included in the cumulative no project scenarios include:

- Signalization of the SR-1 SB Ramps and Clarinada Avenue intersection
- Signalization of the SR-1 NB Ramps and Serramonte Boulevard intersection
- Signalization of the Callan Boulevard and Serramonte Boulevard intersection

Cumulative Intersection Operations

The peak hour intersection turning movement volumes and lane configurations for Cumulative Conditions with and without the Project are provided in Appendix 2 of the TIA. This information was used to calculate the level of service and identify potential impacts of the analysis intersections based on the significance thresholds. The level of service results are summarized in Table 4.13-15, Table 4.13-16, and Table 4.13-17 and the detailed calculation worksheets are provided in Appendix 3 of the TIA.

Access to the medical offices in the plus Project conditions was assumed to occur via a new eastern leg to the intersection of Callan Boulevard and Clarinada Avenue.

⁵ Please note that although these are planned improvements, it does not preclude the applicant/developer from contributing their fair share of costs and/or fees as determined by the City of Daly City that may apply.

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TABLE 4.13-15 INTERSECTION WEEKDAY AM PEAK HOUR CUMULATIVE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10.2	B	10.2	B
2	Sullivan Avenue	Southgate Avenue	Signalized	16.7	B	16.9	B
3	Callan Boulevard	Southgate Avenue	AWSC	20.2	C	23.2	C
4	Serramonte Center North	Southgate Avenue	AWSC	12.8	B	14.2	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	17.2	B	18.7	B
6	Callan Boulevard	Serramonte Center West	TWSC	1.9 (12.5)	A (B)	2.6 (13.9)	A (B)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	10	A	10.5	B
8	Callan Boulevard	Clarinada Avenue	AWSC	24.1	C	32.8	D
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	40	D	43.1	D
10	Callan Boulevard	Serramonte Boulevard	Signal	24.4	C	29.5	C
11	Serramonte Center South	Serramonte Boulevard	Signalized	7.5	A	8	A
12	Gellert Boulevard	Serramonte Boulevard	Signalized	20.2	C	20.7	C
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	7.9	A	8	A
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.7	A	1.8	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	36.8	D	37.9	D
16	El Camino Real	Serramonte Boulevard	Signalized	28.4	C	28.6	C
17	Callan Boulevard	Hickey Boulevard	Signalized	28.8	C	29.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	28.1	C	28.7	C
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.6	B	10.6	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	28.4	C	28.6	C

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-16 INTERSECTION WEEKDAY PM PEAK HOUR CUMULATIVE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	15.9	B	15.9	B
2	Sullivan Avenue	Southgate Avenue	Signalized	20.2	C	20.9	C
3	Callan Boulevard	Southgate Avenue	AWSC	34.6	D	39.8	E
4	Serramonte Center North	Southgate Avenue	AWSC	19.5	C	33.8	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	17.1	B	22.1	C
6	Callan Boulevard	Serramonte Center West	TWSC	4.4 (16.7)	A (C)	10.3 (36.3)	B (E)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	20.8	C	23.8	C
8	Callan Boulevard	Clarinada Avenue	AWSC	17.1	C	32.7	D
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	40.7	D	46.2	D
10	Callan Boulevard	Serramonte Boulevard	Signal	23.5	C	24.7	C
11	Serramonte Center South	Serramonte Boulevard	Signalized	12.5	B	14.4	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	42.2	D	49.6	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	14.2	B	15.6	B
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	4.2	A	4.4	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	70.7	E	75.6	E
16	El Camino Real	Serramonte Boulevard	Signalized	47.6	D	49.8	D
17	Callan Boulevard	Hickey Boulevard	Signalized	34.8	C	35.4	D
18	Gellert Boulevard	Hickey Boulevard	Signalized	42.6	D	43.7	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	17.1	B	17.1	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	45.8	D	46.7	D

Notes: **Bold** indicate unacceptable LOS.
Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-17 INTERSECTION SATURDAY MIDDAY PEAK HOUR CUMULATIVE CONDITIONS

	North/South Street	East/West Street	Control	Baseline		Baseline Plus Project	
				Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	7.8	A	7.8	A
2	Sullivan Avenue	Southgate Avenue	Signalized	16.2	B	16.7	B
3	Callan Boulevard	Southgate Avenue	AWSC	13.9	B	17.3	C
4	Serramonte Center North	Southgate Avenue	AWSC	16.3	C	27.0	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	34.0	C	53.9	D
6	Callan Boulevard	Serramonte Center West	TWSC	5.4 (15.8)	A (C)	11.9 (34.3)	B (D)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	14.3	B	15.3	B
8	Callan Boulevard	Clarinada Avenue	AWSC	14.0	B	18.9	C
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	35.5	D	43.0	D
10	Callan Boulevard	Serramonte Boulevard	Signal	33.5	C	38.2	D
11	Serramonte Center South	Serramonte Boulevard	Signalized	15.3	B	19.7	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	85.0	F	109.1	F
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	31.2	C	38.4	D
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	5.0	A	5.5	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	89.5	F	94.3	F
16	El Camino Real	Serramonte Boulevard	Signalized	102.0	F	105.6	F
17	Callan Boulevard	Hickey Boulevard	Signalized	29.5	C	30.3	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	50.3	D	58.1	E
19	I-280 SB Ramps	Hickey Boulevard	Signalized	14.5	B	14.5	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	44.5	D	45.7	D

Notes: **Bold** indicate unacceptable LOS.
Source: Kittelson & Associates, Inc., 2014.

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Signalized Intersections

Under the Cumulative plus Project conditions, the addition would result in *significant* impacts at the following intersections:

- Serramonte Boulevard and Gellert Boulevard intersection
- Serramonte Boulevard and Junipero Serra Boulevard
- El Camino Real and Serramonte Boulevard
- Gellert Boulevard and Hickey Boulevard

Serramonte Boulevard and Gellert Boulevard

Impact TRANS-8A: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8A: Implementation of Mitigation Measure TRANS-1A.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1A would improve the operation of this intersection during Saturday peak hour to a *less-than-significant* level.

Serramonte Boulevard and Junipero Serra Boulevard

Impact TRANS-8B: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measures TRANS-8B would improve the operation and lessen the project impacts to less than significant; however, because this intersection is under the Town of Colma's jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*.

Serramonte Boulevard and El Camino Real

Impact TRANS-8C: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8C: Optimize the traffic signal timing.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measures TRANS-8C would improve the operation and lessen the project impacts to less than significant; however, because this intersection is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*.

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Gellert Boulevard and Hickey Boulevard

Impact TRANS-8D: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-8D: The following shall be implemented:

- Install a right-turn overlap signal phase on the westbound approach
- Optimize the signal timing

Significance After Mitigation: Less than significant. Implementation of Mitigation Measure TRANS-8D would improve the operations to LOS D in the Saturday peak hour and lessen impacts to a *less-than-significant* level.

Unsignalized Intersections

All unsignalized intersections in 2035 are projected to operate at acceptable levels under the Cumulative No Project scenario, with the exception of the following intersection, which would result in a *significant* impact.

- Callan Boulevard and Southgate Avenue

The addition of Project traffic at the two-way stop control intersection of Serramonte Center West and Callan Boulevard would degrade the worst approach to LOS E in the weekday PM peak hour. However, the overall intersection LOS remains at an acceptable LOS B so there would be a *less-than-significant* impact at this location.

Callan Boulevard and Southgate Avenue

Impact TRANS-8E: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-8E: Install a actuated uncoordinated traffic signal.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measure TRANS-8E would improve the operations to LOS A in the weekday PM peak hour and lessen impacts to a *less-than-significant* level.

Freeway Operations

Traffic forecasts for Year 2035 conditions were extracted at the selected freeway segments from the most current version of the C/CAG Model. The forecasts differ from those applied to the intersection analysis in that no adjustments or changes were made to the Model. Consequently, the CMP analysis results do not account for land use developments or roadway improvements not already in the model. The Plus Project forecasts at the freeway segments were derived by manually adding the project-generated traffic developed using the Daly City Model to the No Project forecasts.

The weekday AM peak hour, PM peak hour, and Saturday peak hour freeway operations are presented in Table 4.13-18, Table 4.13-19, and Table 4.13-20, respectively. Detailed calculation worksheets are provided in Appendix 6 of the TIA. The results indicate that the weaving segment of I-280 southbound between SR-1 and Serramonte Boulevard would operate

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TABLE 4.13-18 FREEWAY CUMULATIVE AM PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,351	25.6	C	6,357	25.7	C	No	No
I-280 North of SR-1	Mainline	E	8,085	23.0	C	8,086	23.0	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,290	16.3	B	4,303	16.3	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,409	21.4	C	5,415	21.4	C	No	No
I-280 North of SR-1	Mainline	E	10,282	26.1	D	10,308	26.2	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,076	10.5	A	2,079	10.5	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	10,343	46.1	E	10,386	46.7	E	No	No
	Leisch			N/A	F		N/A	F		

a. Volume = vehicles per hour (vph).

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.

c. LOS = Level of Service.

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-19 FREEWAY CUMULATIVE PM PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,428	24.0	C	6,446	24.1	C	No	No
I-280 North of SR-1	Mainline	E	7,607	18.6	C	7,610	18.6	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,509	17.1	B	4,532	17.2	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	6,000	22.4	C	6,068	22.7	C	No	No
I-280 North of SR-1	Mainline	E	11,975	34.3	D	12,028	34.6	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,635	13.3	B	2,662	13.5	B	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	9,908	-	F	9,962	-	F	Yes	Yes
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.

a. Volume = vehicles per hour (vph).

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.

c. LOS = Level of Service.

Source: Kittelson & Associates, Inc., 2014.

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TABLE 4.13-20 CUMULATIVE SATURDAY PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant?
			Volume ^a	Density ^b	LOS ^c	Volume ^a	Density ^b	LOS ^c		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,816	21.6	C	5,835	21.7	C	No	No
I-280 North of SR-1	Mainline	E	7,726	19.5	C	7,729	19.6	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,370	16.6	B	4,394	16.7	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,443	20.3	C	5,515	20.6	C	No	No
I-280 North of SR-1	Mainline	E	9,269	27.9	D	9,326	28.2	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,289	11.6	B	2,314	11.7	B	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	9,107	-	F	9,166	-	F	Yes	Yes
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.

a. Volume = vehicles per hour (vph).

b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.

c. LOS = Level of Service.

Source: Kittelson & Associates, Inc., 2014.

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below standard in all three analysis periods. However, the project only causes an increase greater than 0.01 in the weekday PM and Saturday peak hours resulting in the weekday AM peak hour not being significantly impacted by the project.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-8F: The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measure TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Significance After Mitigation: Significant and unavoidable. Construction of these improvements would likely reduce the project's impact to less than significant; however, because this segment intersection is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*.

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UTILITIES AND SERVICE SYSTEMS

4.14 UTILITIES AND SERVICE SYSTEMS

This chapter describes the existing utilities and services systems in the City of Daly City and evaluates the potential impacts from buildout of the Project on those services and facilities. Water supply, sanitary wastewater, solid waste, and energy conservation are each addressed in a separate section of this chapter. In each section, a summary of the relevant regulatory setting and existing conditions is followed by a discussion of project-specific and cumulative impacts. Storm drainage systems and groundwater are addressed in Chapter 4.8, Hydrology and Water Quality. A Water Supply Assessment (WSA) prepared by Brown and Caldwell is included as Appendix G of this EIR.

4.14.1 WATER SERVICES

Water service in the City of Daly City is provided by the Daly City Department of Water and Wastewater Resources. This section outlines the regulatory setting, describes environmental setting, and discusses potential impacts from buildout of the Project with regard to local water supply, treatment, and distribution.

4.14.1.1 REGULATORY FRAMEWORK

The following are federal and State regulations that affect water service at the Project site.

Federal Regulation

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the U.S. Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally-occurring and man-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Department of Health Services conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

State Regulations

California Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act (Porter-Cologne), which was passed in California in 1969, the State Water Resources Control Board (SWRCB) has the ultimate authority over State water rights and water quality policy. Porter-Cologne also establishes nine Regional Water Quality Control Boards (RWQCBs) to oversee water quality on a day-to-day basis at the local and regional level. RWQCBs engage in a number of water quality functions in their respective

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regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater.¹ The City of Daly City is overseen by the San Francisco Bay RWQCB.

California Urban Water Management Planning Act

Through the Urban Water Management Planning Act of 1983, the California Water Code requires all urban water suppliers within California to prepare and adopt an Urban Water Management Plan (UWMP) and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet² of water annually. The Act is intended to support conservation and efficient use of urban water supplies at the local area. The Act requires that total project water use be compared to water supply sources over the next 20 years in five-year increments, that planning occur for single and multiple dry water years, and that plans include a water recycling analysis that incorporates a description of the wastewater collection and treatment system within the agency's service area along with current and potential recycled water uses.³ The Project is within the City of Daly City 2010 UWMP.

California Groundwater Management Act

The Groundwater Management Act of the California Water Code (Assembly Bill (AB) 3030) provides guidance for applicable local agencies to develop voluntary Groundwater Management Plans (GMP) in State-designated groundwater basins. GMPs can allow agencies to raise revenue to pay for measures influencing the management of the basin, including extraction, recharge, conveyance, facilities' maintenance, and water quality.⁴

*The Water Conservation Act of 2009 (Senate Bill x7-7, 2009)*⁵

Senate Bill x7-7 (SBx7-7) requires all water suppliers to increase water use efficiency. SBx7-7 mandates the reduction of per capita water use and agricultural water use throughout the State by 20 percent by 2020.

Local Regulations

City of Daly City 2030 General Plan

The City of Daly City 2030 General Plan's (2030 General Plan) Resource Management Element contains policies to protect the water supply, among other resources, within Daly City. Policies related to water supply are listed in Table 4.14-1.

¹ California Wetlands Information System, *Summary of the Porter-Cologne Water Quality Control Act*, http://ceres.ca.gov/wetlands/permitting/Porter_summary.html, accessed on January 31, 2012.

² One acre-foot is the amount of water required to cover 1 acre of ground (43,560 square feet) to a depth of 1 foot.

³ Department of Water Resources, *About Urban Water Management*, <http://www.water.ca.gov/urbanwatermanagement/>, accessed on January 31, 2012.

⁴ Department of Water Resources Planning and Local Assistance Central District, *Groundwater, Groundwater Management*, <http://www.cd.water.ca.gov/groundwater/gwab3030.cfm>, accessed on January 31, 2012.

⁵ California Department of Water Resources, <http://water.ca.gov/wateruseefficiency/sb7/>, accessed January 13, 2012.

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TABLE 4.14-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO WATER SUPPLY

Policy Number	Policy
Policy RME-1	Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.
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 Project.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

City of 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 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.

4.14.1.2 EXISTING CONDITIONS

Potable water is provided for the City by the Daly City Department of Water and Wastewater Resources (DWWR). The City’s SOI areas receive water from the California Water Services (Calwater). According to the WSA conducted for the Project, the City relies on local groundwater pumping from five municipal wells and water supply purchases from the San Francisco Public Utilities Commission (SFPUC).⁶

SFPUC has identified 285 million gallons per day (mgd) as the operational amount of water that can be delivered to its service area. From this amount, San Francisco reserves 101 mgd and the remaining 184 mgd becomes the contractual supply guarantee provided to wholesale customers. The City and County of San Francisco use about 32 percent and the remaining 68 percent serves cities, water districts and other private water companies located in Alameda, Santa Clara and San Mateo Counties. Daly City individual supply guarantee is 4.29 mgd plus a groundwater pumping limitation of 3.43 mgd which equals 7.72 mgd.

The amount of water purchased from SFPUC depends on Daly City’s groundwater production. During normal well operation, the purchases from SFPUC typically contribute approximately 60 percent of the City’s annual water supply. Daly City participated in a pilot conjunctive use program from 2002 to 2011 to assess groundwater aquifer recharge and storage

⁶ Brown and Caldwell, Draft Water Supply Assessment for the Serramonte Shopping Center Expansion Project 2014, page 1-4.

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recovery. Based on the results of this program, it was determined that water purchases from SFPUC could contribute up to 91 percent of the City's annual water supply.⁷

The City has 11 storage tanks and there are 16 associated pump and booster stations throughout the city which deliver water to the distribution system.⁸ Additionally, the City produces an average of about 45 percent of its water from local wells. Since 1999, groundwater supplies have provided as much as 44 percent in drought years and as little as 8 percent in wet years when participating with the pilot conjunctive use program with SFPUC. During dry periods, groundwater makes up a larger proportion of the City's supply. The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant to offset increased potable water demands.

Table 4.14-2 shows projected water supply and demand in Daly City for normal climate years through 2035 without the Project. These numbers reflect water supply from SFPUC, groundwater supply, and recycled water sources. Because Daly City's future recycled water supply does not offset future potable demands, only potable demands were compared to the potable supply. Table 4.14-2 shows a potable supply surplus for each year resulting in a total surplus of 1,502 acre-feet per annum (AFY) in 2035.

TABLE 4.14-2 NORMAL YEAR WATER SUPPLY AND DEMAND COMPARISON WITHOUT PROJECT (AFY)

Water Use Sector	2015	2020	2025	2030	2035
Demand					
Potable Demand	7,186	7,249	7,212	7,152	7,148
Recycled Water	3,103	6,911 ^a	6,911	6,911	6,911
Supply					
Potable Supply	8,157	8,650	8,650	8,650	8,650
Recycled Water	3,103	6,911	6,911	6,911	6,911
Supply Minus Demand					
Potable Surplus	971	1,401	1,438	1,498	1,502
Recycled Water Surplus	0	0	0	0	0

a. Includes additional 3.4 mgd above existing 2.77 mgd due to expansion of Daly City recycled water treatment system to serve irrigation customers within the Town of Colma.

Source: Brown and Caldwell, *Water Supply Assessment Serramonte Shopping Center Expansion Project 2014*.

Water demands are classified according to land use type: single-family residential, multifamily residential, commercial, industrial, institutional, governmental, and landscape irrigation. Table 4.14-3 identifies the water use demands for each water use sector and indicates that, based on 2013 Association of Bay Area Government (ABAG) population and

⁷ Brown and Caldwell, *Draft Water Supply Assessment for the Serramonte Shopping Center Expansion Project 2014*, page 2-2.

⁸ City of Daly City, *General Plan Draft Environmental Impact Report 2012*, page 1.

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employment projections, the largest demand on water supply, approximately 37 percent, was from single-family residences. Multi-Family customers represent 16 percent of total water demand, and commercial customers represent 9 percent.⁹ These projections do not include the Project.

TABLE 4.14-3 DALY CITY PROJECTED WATER DEMAND WITHOUT PROJECT (AFY)

Water Use Sector	2015	2020	2025	2030	2035
Single-Family	3,814	3,843	3,820	3,784	3,778
Multi-Family	1,667	1,680	1,669	1,654	1,651
Commercial	952	960	954	945	943
Industrial	0	0	0	0	0
Institutional	0	0	0	0	0
Governmental	218	219	218	216	216
Landscape Irrigation	128	129	128	127	127
Agriculture	0	0	0	0	0
Billed Use Subtotal	6,778	6,831	6,789	6,725	6,714
Water Losses	357	360	357	354	353
Conjunctive Use	0	0	0	0	0
Other Use	41	41	41	41	41
Potable Water Production Subtotal	7,176	7,232	7,187	7,120	7,109
Recycled Water	3,814	6,911	6,911	6,911	6,911
Total with Conservation	1,667	14,143	14,098	14,031	14,020

Source: Brown and Caldwell, Draft *Water Supply Assessment Serramonte Shopping Center Expansion Project 2014*.

The Project water demands are shown in Table 4.14-4 and are based on combining unit water demand factors for each land use type with the square footage for each land use. The table shows a total projected water demand of approximately 40 AFY or about 35,000 gallons per day (gpd) with implementation of the Project. The WSA concluded that there were sufficient water supplies available to serve the Project for the normal year, single dry year, and multiple dry year scenarios through 2035.¹⁰

⁹ Brown and Caldwell, Draft *Water Supply Assessment for the Serramonte Shopping Center Expansion Project 2014*, page 2-2.

¹⁰ Brown and Caldwell, Draft *Water Supply Assessment for the Serramonte Shopping Center Expansion Project 2014*.

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TABLE 4.14-4 SERRAMONTE CENTER PROJECTED DEMAND AND ALLOWANCE FOR LOSSES (AFY)

Land use	Area, Sq. Ft.	Land Use Classifications	Unit Water Demands, gpd/sf	Demand by 2018, AFY	Demand by 2018 to 2035, AFY
Demolition of West Wing of the Shopping Center	(25,000)	Retail/Office	0.045	-1	
Fitness Center (Relocation)	12,000	Retail/Office	0.045	1	
Entertainment (Dave & Busters)	47,000	Restaurant	0.135	6	
Entertainment (Cinema)	63,000	Retail/Office	0.045	3	
Additional Restaurant (East Side)	6,000	Restaurant	0.135	1	
Retail (Southeast Quadrant)	73,000	Retail/Office	0.045		4
Retail (Southwest Quadrant)	80,000	Retail/Office	0.045		4
5-Story Hotel	75,000	Hotels	0.150		13
New Retail	72,000	Retail/Office	0.045		4
Medical Building	65,000	Retail/Office	0.045		3
Subtotal	468,000	-	-	10	27
Water Loss (5% of Production)				0.5	1.4
Total				10.3	28.7

Note: Since the preparation of the WSA, minor revisions to the distribution of square footage have occurred; however, overall proposed square footage of gross leasable area (GLA) and net new GLA has slightly decreased. Therefore, the square footage in Table 4.14-4 varies slightly from the square footage listed in Table 3-2 in Chapter 3, Project Description, of this Draft EIR; however, overall water demand of the project is similar and variations in the square footage do not greatly affect the determinations and/or water demands that were projected in the WSA.

Source: Brown and Caldwell, Draft Water Supply Assessment Serramonte Shopping Center Expansion Project 2014.

4.14.1.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact on water service if it would:

1. Have insufficient water supplies available to serve the Project from existing entitlements and resources, or require new or expanded entitlements.
2. Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

4.14.1.4 IMPACT DISCUSSION

This section analyzes potential project-specific impacts to water supply.

UTIL-1 The Project would not have insufficient water supplies available to serve the Project from existing entitlements and resources, or require new or expanded entitlements.

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It is expected that by 2035, Daly City will have a potable water supply surplus of 1,502 AFY. At full occupancy, the Project is expected to create a net increase of approximately 40 AFY in addition to the projected water demands of Daly City in 2035. The estimated total potable water demand including the project is 7,148 AFY. The City's total projected available potable water supplies are 8,650 AFY. Therefore, existing potable water supplies would be sufficient to accommodate the Project. Though the Project may require more water than existing on-site uses, stemming from the increased number of potential employees and the addition of buildings on-site, the existing water supply is considered sufficient to meet projected (through 2035) demand. Therefore, the Project would be able to draw from extant water supplies and would not require new or expanded entitlements and impacts would be *less than significant*.

Applicable Regulations:

- Daly City Urban Water Management Plan

Significance Before Mitigation: Less than significant.

UTIL-2 The Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

The Project would both preserve existing water supply infrastructure in place and install new extensions. These new water supply lines would tie into areas already affected by installation of the original utility infrastructure. The identified service goals based on projected growth are addressed by the SFPUC through a Water System Improvement Program (WSIP), approved September 2, 2014, which would deliver capital improvements aimed at enhancing the SFPUC's ability to meet its water service obligations by providing water in a reliable manner. Therefore, expansion or capital improvements have already been accounted for based on projected growth.¹¹ The existing water supply is considered sufficient to meet projected (through 2034) demand, including growth that would be associated with the Project. Therefore, a *less-than-significant* impact would occur.

Applicable Regulations:

- Daly City Urban Water Management Plan

Significance Before Mitigation: Less than significant.

4.14.1.5 CUMULATIVE IMPACTS

UTIL-3 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to water service.

¹¹ San Francisco Public Utilities Commission, Water System Improvement Plan 2013-2014, page ES1.

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The Project would both preserve existing water supply infrastructure in place and install new extensions. These new water supply lines would tie into areas already affected by installation of the original utility infrastructure. However, the City of Daly City has planned for, anticipated, and encouraged re-development as indicated by the many plans that regulate, and guide development activities throughout the city. Such plans include the Bart Station Area Specific Plan and the Sullivan Corridor Specific Plan which focus on the immediate surrounding areas of the Project site. In short, each plan specifically identifies existing conditions and constraints, and therefore has adequately planned for the impact to such utilities through policy or design guidelines addressing such constraints. Additionally, the 2030 General Plan identifies policies and goals to protect utility resources in combination with the Daly City Urban Water Management Plan. As such, many layers of protection of utilities and service systems exist to prevent overutilization of the utility and service system infrastructure.

Although cumulative impacts to service systems and utilities are likely to occur in combination with reasonably foreseeable projects, the numerous area specific plans, and established policies, goals, and implementation measures would ensure adequate supply of utilities and service systems; therefore, the cumulative impact would be *less than significant*.

Applicable Regulations:

- Daly City Urban Water Management Plan
- SBx7-7
- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

4.14.2 WASTEWATER

Wastewater from the Project site is collected and treated by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. This section describes existing conditions related to sanitary sewer and the potential impacts that could result from implementation of the Project.

4.14.2.1 REGULATORY FRAMEWORK

The following are federal and State regulations that affect water service at the Project site.

Federal Regulations

Clean Water Act

The Federal Clean Water Pollution Act of 1972, more commonly known as the Clean Water Act (CWA), regulates the discharge of pollutants into watersheds throughout the nation. Under the CWA, the EPA implements pollution control programs and sets wastewater standards.

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National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the Clean Water Act to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable connections and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

State Regulations and Agencies

Wastewater treatment and planning is regulated at the State level. Specific regulations relevant to the Project are described below.

State Water Resources Control Board

On May 2, 2006, the SWRCB adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The order provides a consistent statewide approach to reducing sanitary sewer overflows (SSOs) by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system, to prevent sanitary sewer waste from entering the storm sewer system, and to develop a SSMP. The General Waste Discharge Requirement also requires that storm sewer overflows be reported to the SWRCB using an online reporting system.

The San Francisco Bay RWQCB is the local division of the SWRCB. The San Francisco Bay RWQCB issues and enforces NPDES permits in Daly City. NPDES permits allow the RWQCB to collect information on where the waste is disposed, what type of waste is being disposed, and what entity is depositing the wastes. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Sanitary District Act of 1923

The Sanitary District Act of 1923 (Health and Safety Code Section 6400 et seq.) authorizes the formation of sanitation districts and enforces the Districts to construct, operate, and maintain facilities for the collection, treatment, and disposal of wastewater. The Act was amended in 1949 to allow the districts to also provide solid waste management and disposal services, including refuse transfer and resource recovery.

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Local Regulations

City of Daly City 2030 General Plan

The Resource Management Element of the City of Daly City 2030 General Plan contains policies that regulate the water quality within City limits. Those policies are integrated under the Stormwater section of the Resource Management Element and listed below in Table 4.14-5.

TABLE 4.14-5 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO SEWER SERVICES

Policy Number	Policy
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 a way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Policy RME-9	Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit, i.e., reduction of Vehicles Miles Traveled (VMT) on local and regional roadways, to the extent permitted under the Municipal Regional Stormwater Permit.

Source: City of Daly City, Daly City 2030 General Plan, March 25, 2013.

4.14.2.2 EXISTING CONDITIONS

Wastewater collection and treatment for Daly City is managed by the NSMCSD, which is a subsidiary of the City of Daly City. Wastewater produced within the District is treated at the NSMCSD Treatment Plant, which is located at the corner of John Daly Boulevard and Lake Merced Boulevard. Also, a portion of the District in Daly City (Crocker and Southern Hills) flows and is treated by the City and County of San Francisco via contract.

The WWTP has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of 8 mgd (averaged over three consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next 5 years.¹² Dry weather flow to the WWTP averaged 6.3 mgd in 2009.

Daly City has also participated in discussions with other SFPUC wholesale customers for an expanded recycled water plant as presented in the Bay Area Water Supply Conservation Agency (BAWSCA) Long-Term Reliable Water Supply Strategy. The Daly City recycled water expansion project includes a 2.89-mgd expansion of the existing Daly City recycled water treatment system to serve irrigation customers within the Town of Colma, including cemeteries, city parks, schools, and a golf course, with a recycled water use of up to 3.4 mgd (6,911 acre-feet per year) by 2020.¹³ Currently, these irrigation customers use private groundwater wells that extract groundwater from the Westside Groundwater Basin, which also serves

¹² City of Daly City, Daly City General Plan Draft Environmental Impact Report 2012, page 3.13-6.

¹³ Brown and Caldwell, Draft Water Supply Assessment Serramonte Shopping Center Expansion Project 2014, page 3-8.

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Daly City. Converting these irrigation customers to recycled water would leave these supplies available for other uses. It is anticipated that implementation, including planning and environmental review, preliminary design, final design and construction, will take about six years after a decision has been made to move forward with the project.¹⁴

The City has the current ability and permits to produce a maximum of 3,100 AFY of tertiary treated recycled water. Currently the City distributed less recycled water than its capacity, producing approximately 547 AF of tertiary treated recycled water in 2010.¹⁵ The Project site is equipped with an existing on-site private collection system that connects to the public trunk sewer line through multiple 6- and 8-inch mains which are currently sufficient to serve wastewater capacity at the Project site. However, with the additional square footage proposed by development of the Project, the existing system may need to be expanded to accommodate increased wastewater flow.¹⁶

4.14.2.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact on wastewater service if it would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).
2. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Result in the determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

4.14.2.4 IMPACT DISCUSSION

**UTIL-4 The Project would not exceed wastewater treatment requirements of the applicable
Regional Water Quality Control Board (RWQCB).**

The Project's land use is commercial, and wastewater effluent associated with commercial land uses would not substantially increase pollutant loads because there would be neither heavy industrial use nor agricultural processing where pollutant loads and wastewater volumes are heavy. Construction of the Project is not expected to exceed the capacity of the NSMCSD WWTP nor will it exceed discharge limits established by the RWQCB. Therefore, impacts to sanitary wastewater quality would be *less than significant*.

Applicable Regulations:

- NPDES Permit Requirements
- Clean Water Act

¹⁴ Brown and Caldwell, Draft Water Supply Assessment Serramonte Shopping Center Expansion Project 2014, page 3-8.

¹⁵ City of Daly City, Daly City Urban Water Management Plan 2010, page 4-13.

¹⁶ Personal communications between Steve Flint, Contract Planner with the City of Daly City and Travis Bradley at PlaceWorks, February 6, 2015.

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Significance Before Mitigation: Less than significant.

UTIL-5 The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

Buildout of the Project would have a significant impact if it would result in the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which would have a significant effect on the environment. The Project would continue to be provided with wastewater collection and treatment services from the NSMCSD collection system and the NSMCSD treatment plant. The Project site currently includes private 6-inch mains and public 8-inch mains which would be preserved in place; however, if necessary, extensions and/or additions to sewer collection systems would be installed to provide wastewater service to structures by the Project. Although creation of new or extended wastewater pipes or lift stations/capacities could create short-term construction-related environmental effects, most of the work would be in existing right-of-ways or facilities, and would be subject to compliance with applicable regulations and standard conditions for sewer construction projects, including City permits/review for construction. For example, a sewer capacity study would be required on the existing 6-inch and 8-inch mains to ensure infrastructure is adequate to serve the Project site. As such, this would be a *less-than-significant* impact.

Applicable Regulations:

- NPDES Permit Requirements

Significance Before Mitigation: Less than significant.

UTIL-6 The Project would not result in the determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.

The Project would continue to be provided with wastewater collection and treatment services from the NSMCSD collection system and the NSMCSD treatment plant. Future wastewater demands from the Project would not exceed the design or permitted capacity of the wastewater treatment plant serving the Project. Additionally, Daly City has plans to expand the existing wastewater treatment, transmission, and distribution system to serve irrigation customers within the Town of Colma preserving groundwater supplies for other uses. As a result of plans to expand portions of the existing treatment facility system, and adequate capacity available to treat wastewater generated by the Project, a *less-than-significant* impact would occur.

Applicable Regulations:

- NPDES Requirements
- SWRCB Regulation
- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

UTILITIES AND SERVICE SYSTEMS

4.14.2.5 CUMULATIVE IMPACTS

UTIL-7 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to sewer service.

Cumulative impacts would occur if the Project, in combination with other reasonably foreseeable development listed in Chapter 4 of this EIR, would impact wastewater requirements, facilities, and service capacity. Growth envisioned under the General Plan, would include uses which have the potential to exceed wastewater treatment requirements or require a new or expanded treatment facility, but as discussed earlier, the Project, by itself, would not exceed these requirements or require a new or expanded treatment facility, so it would not contribute to a cumulatively significant impact, and a *less-than-significant* impact would occur.

Applicable Regulations:

- NPDES Requirements
- Clean Water Act
- SWRCB Regulations
- Daly City 2030 General Plan

Significance Before Mitigation: Less than significant.

4.14.3 SOLID WASTE

This section describes existing conditions related to solid waste disposal services.

4.14.3.1 REGULATORY FRAMEWORK

State Regulations

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989 (AB 939) requires that cities and counties divert 50 percent of all solid waste from landfills as of January 1, 2000 through source reduction, recycling, and composting. AB 939 also establishes a goal for all California counties to provide at least 15 years of ongoing landfill capacity. To help achieve this, the Act requires that each city and county prepare a Source Reduction and Recycling Element to be submitted to the Department of Resources Recycling and Recovery (CalRecycle), a new department within the California Natural Resources Agency which administers programs formerly managed by the State's Integrated Waste Management Board and Division of Recycling.

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In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. California Integrated Waste Management Board (CIWMB) sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CIWMB with an update of its progress in implementing diversion programs and its current per capita disposal rate.¹⁷ The City of Daly City disposal rate in 2011 was 2.8 pounds of solid waste per person per day (ppd) per resident, which was above the CIWMB target of 2.6 ppd per resident, and 16.5 ppd per employee, which was below the CIQMB target 16.8 ppd per employee.¹⁸

California Solid Waste Reuse and Recycling Access Act of 1991

The California Solid Waste Reuse and Recycling Access Act require areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, governing adequate areas in development projects for collection and loading of recyclable materials.

CALGreen Building Code

The California Green Building Standards Code (CALGreen Code) went into effect for all projects beginning after January 1, 2011. Section 4.408, Construction Waste Reduction Disposal and Recycling mandates that, in the absence of a more stringent local ordinance, a minimum of 50 percent of non-hazardous construction and demolition debris must be recycled or salvaged. The Code requires the Applicant to have a waste management plan, for onsite sorting or construction debris, which is submitted to the City of Daly City for approval. The plan:

- Identifies the materials to be diverted from disposal by recycling, reuse on the Project or salvage for future use or sale.
- Specifies if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identifies the diversion facility where the material collected can be taken.
- Identifies construction methods employed to reduce the amount of waste generated.
- Specifies that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Local Regulations

City of Daly City 2030 General Plan

The Safety Element of the 2030 General Plan identifies a policy to reduce solid waste within Daly City. Policy SE 4.4 requires the city to promote measures aimed at significantly decreasing solid waste generation including community recycling and requires that recycled materials storage and collection areas are in accordance with the requirements of the Recycling Ordinance of the Municipal Code.

¹⁷ CalRecycle, Per Capita Disposal and Goal Measurement (2007 and later), <http://www.calrecycle.ca.gov/LGCentral/Basics/PerCapitaDsp.htm#Jurisdiction>, accessed on November 13, 2014.

¹⁸ CalRecycle, Jurisdiction Diversion/Disposal Rate Summary (2007 – current), <http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx>, accessed on February 13, 2014.

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City of Daly City Municipal Code

Chapter 8.14, Recyclable Materials, of the Municipal Code establishes a recycling program throughout the City to increase participation rates, reduce landfill dependency, and ultimately maintain a cost effective overall garbage, rubbish, refuse or recyclable program for the citizens, businesses and institutions of the City.

Section 17.40.050, Recyclable Materials, requires that the City must divert 50 percent of all solid waste through source reduction, recycling, and composting activities. Additionally Section 15.64.020, Diversion Requirement, under Chapter 15.64, Recycling and Diversion of Construction and Demolition Debris, of the Daly City Municipal Code, states that at least 60 percent of waste tonnage from construction, demolition, and alteration projects be diverted from disposal and delivered to a recycling facility approved by the city, or by reusing waste materials on the job site.

4.14.3.2 EXISTING CONDITIONS

Allied Waste provides residential and commercial solid waste collection and composting and recycling services for the City of Daly City. Materials that cannot be recycled or composted are transferred to the Ox Mountain Sanitary Landfill in Half Moon Bay. In 2001 the Ox Mountain Landfill, obtained a revised solid waste facility permit to increase the permitted disposal acreage from 173 acres to 191 acres and to change the closure date of the facility from 2018 to 2023.¹⁹ The Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day or 1.3 million tons per year and has a remaining capacity of approximately 27 million cubic yards. According to Allied Waste, the Ox Mountain Landfill is expected to reach capacity in 2028.²⁰

4.14.3.3 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact on solid waste disposal if it would:

1. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.
2. Be out of compliance with federal, State, and local statutes and regulations related to solid waste.

4.14.3.4 IMPACT DISCUSSION

UTIL-8	The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.
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Solid waste from the Project site would be transferred to the Ox Mountain Landfill in Half Moon Bay. As described above, the Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day. Remaining capacity is 27 million cubic yards. The Project, at full occupancy, is estimated to have an additional 985 employees, which would be expected to

¹⁹ City of Daly City, Daly City General Plan Draft Environmental Impact Report 2012, page 3.13-7.

²⁰ California Integrated Waste Management Board (CIWMB), Solid Waste Facility Permit, SWIS No. 41-AA-0002, Issued June 26, 2001.

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generate a total of 1,894 tons of waste disposal per year, or 5.19 tons of waste per day at full capacity. Using the waste disposal generation estimate for commercial uses of 10.53 pounds per employee, per day,²¹ solid waste disposal from the Project would be less than a 0.01 percent increase contributing to the 3,598-ton daily capacity permitted for the Ox Mountain Landfill. As such, it is not estimated that all 985 employees would work every day for an entire year and, therefore, the increase in generated waste would be less than the 0.01 percent.²² As such, the impact would therefore be *less than significant*.

Applicable Regulations:

- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

UTIL-9 The Project would not be out of compliance with federal, State, and local statutes and regulations related to solid waste.

As mentioned above, the 2030 General Plan contains policies to comply with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. Additionally, the City of Daly City has adopted Municipal Code provisions which aim to reduce the amount of solid waste disposal through source reduction, recycling, and composting activities. These policies and regulations are sufficient to ensure that future development in the City of Daly City would not compromise the ability to meet or perform better than the State-mandated target. Therefore, a *less-than-significant* impact would occur.

Applicable Regulations:

- California Integrated Waste Management Act
- CALGreen Building Code
- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

4.14.3.5 CUMULATIVE IMPACTS DISCUSSION

UTIL-10 The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to solid waste.

²¹ Cal Recycle, Estimated Solid Waste Generation Rates for Commercial Sector. <http://www.calrecycle.ca.gov/wastechar/WasteGenRates/Commercial.htm>, accessed on October 31, 2014

²² Calculated using the estimated commercial solid waste generation rate of 10.53 pounds/employee/day, reported by Cal Recycle. Square footages as provided by the developer September 30, 2013.

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Cumulative impacts would occur if the Project, in combination with other reasonably foreseeable development in the City of Daly City, would be served by a landfill with insufficient permitted capacity to accommodate the Project's solid waste disposal. As previously discussed, assuming that all 985 employees were present within the Project site each day, 5.19 tons of waste would be generated per day, representing less than 0.01 percent of the total permitted daily waste at Ox Mountain Landfill. An increase of less than 0.01 percent per day would then be combined with other development. However, considering that a 0.01 percent per day is a conservative estimate, the waste generated per day is not a cumulatively significant addition. The Ox Mountain Landfill has a remaining capacity of 27 million cubic yards which translates to a 14-year life through 2028; however, the owner of the landfill has a permit for expansion of the landfill and; therefore, there would be a less-than-significant cumulative impact.

Applicable Regulations:

- California Integrated Waste Management Act
- CALGreen Building Code
- California Solid Waste Reuse and Recycling Act of 1991
- Daly City 2030 General Plan
- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

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5. Significant Unavoidable Adverse Impacts

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

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

5.1 GREENHOUSE GAS EMISSIONS

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

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

5.2 TRANSPORTATION AND TRAFFIC

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

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

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

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

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

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

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

SIGNIFICANT AND UNAVOIDABLE IMPACTS

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

SIGNIFICANT AND UNAVOIDABLE IMPACTS

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6. Alternatives

The following chapter is intended to inform the public and decision makers of the feasible alternatives that would avoid or substantially lessen any significant effects of the Project.

6.1 INTRODUCTION

6.1.1 PURPOSE AND SCOPE

“There is no ironclad rule governing the nature or scope of the alternatives to be discussed [in an EIR] other than the rule of reason” (CEQA Guidelines Section 15126.6(a)). Under the rule of reason, an EIR need discuss only those alternatives necessary to permit a reasoned choice (CEQA Guidelines Section 15126.6(f)). As mentioned above, an EIR need only contain a “range of reasonable alternatives to the project” which would “feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant [impacts] of the project” (CEQA Guidelines Section 15126.6(a)).

6.1.2 PROJECT OBJECTIVES

As discussed in Chapter 3, Project Description, of this Draft EIR, the Project Applicant has identified the following objectives for the proposed Project:

- Build a vibrant mixed-use commercial center that will be the pre-eminent shopping and entertainment destination in the region.
- Activate and refresh the existing center with attractive buildings and a combination of landscaping and hardscape improvements.
- Activate the neighborhood by providing Daly City residents and non-residents alike with one-stop shopping, entertainment, dining, medical and hotel options.
- Provide a signature, architecturally significant shopping center that will satisfy the City’s planning objectives and be visually interesting.
- Revitalize the gateway entries into the center and provide safe and efficient circulation around the site.
- Design high-quality indoor and outdoor public amenities for visitors.

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- Create an inviting, people-friendly facility to attract additional patrons and improve customer satisfaction.
- Promote economic vitality for the City through new capital investment on what is currently an under-utilized site.
- Stimulate local economy by creating jobs and providing an expanded tax base.
- Support existing tenants by creating new retail and entertainment areas.

6.2 ALTERNATIVES CONSIDERED

CEQA requires that an EIR analyze a “no project” alternative (CEQA Guidelines, Section 15126.6(e)). As such, this alternative means a proposed project would not proceed, the discussion “[sh]ould compare the environmental effects which would occur if the project is approved” (Id. at (e)(3)(B)). CEQA Guidelines also require that the environmentally superior alternative be designated. If the alternative with the least environmental impact is the No Project Alternative, the EIR must designate the next most environmentally superior alternative.

Based on the location, existing uses and proposed objectives of the Project, it was determined that, pursuant to CEQA Guidelines Section 15126.6(a), a reasonable range of alternatives includes only the two alternatives listed below. Other alternatives were considered, but as discussed in Section 6.3, below, they were determined to be infeasible.

The alternatives considered are as follows:

- **No Project Alternative.** Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this alternative assumes operation and re-tenanting of the existing buildings in their current condition, given that Sears’ lease expires by the end of 2014. Additionally, under this alternative, improvements proposed by the Project, such as reconfiguration, remodeling, landscaping, and pedestrian circulation improvements would not occur.
- **Reduced Intensity Alternative.** Under the Reduced Intensity Alternative, the overall intensity of the Project components would be reduced by 25 percent over what is proposed under the Project. Table 6-1 shows the amount of development that could occur under this alternative.

6.3 ALTERNATIVES CONSIDERED INFEASIBLE

The following alternatives were considered infeasible and therefore were not further analyzed as alternatives.

- **Off-Site Alternative.** Under the Off-Site Alternative, the Project would be constructed at an off-site location. Due to the nature of the Project, which includes reconfiguring, renovating, and re-tenanting existing buildings, an off-site alternative would be infeasible and would not meet all of the objectives of the Project.

6.4 ALTERNATIVES COMPARISON

Table 6-1 presents a comparative summary of the alternatives considered in this analysis. Each alternative is analyzed against the impact factors considered for the proposed Project, according to whether it would have a mitigating or adverse effect. The basis for the determinations presented in the Table 6-1 is further discussed in the next section of this chapter.

TABLE 6-1 COMPARISON OF THE PROPOSED PROJECT AND ALTERNATIVE BUILDOUT PROJECTIONS

Alternative	Added Employees	Cinema ^c	Entertain. ^d	Additional Restaurant	Retail (SEQuad.)	Retail (SW Quad.)	5-Story Hotel	Retail (NW Quad.)	Medical Offices	Parking Garage
Proposed Project ^a	985	47,000	70,500	12,000	89,600	78,000	75,000	84,500	65,000	348,000
No Project Alternative	0	0	0	0	0	0	0	0	0	0
Reduced Density/ Intensity Alternative	739	35,250	52,875	9,000	67,200	58,500	56,250	63,375	48,750	261,500

a. Proposed Project numbers represent proposed gross leasable area (GLA), not net GLA. Net GLA can be found in Table 3-2 of Chapter 3, Project Description.

b. Entertainment includes (Dave and Buster’s, Restaurant, and Cinema).

c. Proposed Project numbers reflect only the 47,000-square-foot proposed Cinema Complex (10 screens) and does not include the square footage of the existing 20,000-square-foot fitness center expected to remain.

d. Proposed Project numbers reflect Dave & Buster’s 40,000 square feet proposed GLA, and ancillary retail 30,500 square feet proposed GLA, totaling 70,500 square feet proposed GLA.

Source: Equity One, Inc., PlaceWorks.

6.5 NO PROJECT ALTERNATIVE

Under the No Project Alternative, the existing uses and building layout would remain unchanged. As such, the existing 883,000 gross leasable area (GLA) would remain the same and would not include additional 468,600¹ of net new GLA as proposed under the Project. Further, under this alternative, a five-story hotel would not be constructed, nor would medical offices be constructed at the corner of Serramonte and Callan Boulevard, and would not result in the construction of a new parking garage at the west entrance of Macy’s and the north entrance of the proposed Entertainment Building. Additionally, this alternative would not include additional entertainment space such as the Dave & Buster’s and Cinema Complex, or the additional restaurant space adjacent to the east entrance of Macy’s. Under this alternative, there would also not be any public improvements, such as improved landscaping and pedestrian circulation throughout the Project site.

6.5.1 AESTHETICS

Under the No Project Alternative, the existing Shopping Center would remain in its current condition. As described in Chapter 3 of this Draft EIR, the Project proposes expansion of existing buildings, including a new entertainment building

¹ Project proposes 521,600 square feet of GLA, however, demolition of -53,000 square feet results in 468,600 square feet of net new GLA.

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for Dave & Buster's and ancillary restaurant and retail use, a cinema complex, a new parking garage adjacent to Macy's, new restaurants, and improvements to the southeast and southwest quadrants of the Project site, as shown in Figure 3-3 of Chapter 3. Further, the Project proposes a new five-story hotel, as well as medical office buildings at the corner of Serramonte and Callan Boulevards. The Project would result in less than significant impacts to aesthetics and would be designed with a number of architectural treatments, changes in plane, and volume. Further, development attached to the existing mall would be designed to blend in with adjacent elevations and with a new color scheme that would be applied to the entire mall for consistency. Under this alternative, none of these components or improvements proposed under the Project would occur and the Project site would remain in its existing condition. Therefore, this alternative would result in similar impacts.

6.5.2 AIR QUALITY

Under the No Project Alternative, there would be no new construction and/or redevelopment of the Shopping Center, and the medical office buildings, hotel, restaurants, and entertainment building would not be constructed; therefore, there would be not be any corresponding air emissions attributed to construction related activities. Further, it is unlikely that vehicle trips would increase above existing conditions as there would be no new or expanded uses. Overall, the vehicle air emissions and air emissions attributed to construction would be lower than the Project. As such, this alternative would result in less severe impacts with regards to air quality.

6.5.3 BIOLOGICAL RESOURCES

Under this alternative, there would be no removal and/or disturbance to existing trees that would occur during construction related activities associated with buildout of the Project. Potential impacts related to biological resources under the Project would include removal of several mature trees. Although the Project would plant replacement trees in accordance with the City's Municipal Code, and require that tree removal and grubbing be performed in compliance with the Migratory Bird Treaty Act and California Fish and Game Code, this alternative would ultimately result in less severe impacts to biological resources because it would not result in the disturbance and/or removal of existing trees.

6.5.4 CULTURAL RESOURCES

The No Project Alternative would not involve any ground disturbance; therefore, would reduce the potential for disturbing archaeological resources and human remains. Although the Project site has been previously disturbed and developed, the potential still remains that not yet discovered cultural resources could be disturbed during construction activities related to the Project. As such, this alternative would result in less severe impacts to cultural resources because it would not result in the potential for ground disturbing activities related to construction activities.

6.5.5 GEOLOGY, SOILS, AND SEISMICITY

Under the No Project Alternative, no grading or excavation would occur on site. As discussed in Chapter 4.5, Geology, Soils, and Seismicity, the Project site is subject to strong ground shaking in the event of a major earthquake as a result of its proximity to the San Andreas Fault. Additionally, the Project would include ground disturbing activities related to construction, primarily at the location of the proposed medical office buildings at Serramonte and Callan Boulevards, where the area is on a steep slope. This alternative would not result in any new development and would likely result in fewer on-site employees and visitors to the Shopping Center. Therefore, the potential for ground shaking and exposure of existing structures and on-site employees and visitors would result in this alternative having less severe impacts than the Project.

6.5.6 GREENHOUSE GAS EMISSIONS

Under the No Project Alternative, the existing Project site would remain unchanged and continue to operate under its current condition. Under this alternative, construction expected under the Project, including the hotel, medical office buildings, restaurants, and parking structure, would not be constructed. This alternative is not expected to bring additional trips as under the Project, nor would new structures be constructed, which would increase greenhouse gas emissions during the operational phase. Therefore, the No Project Alternative would result in less severe impacts.

6.5.7 HAZARDS AND HAZARDOUS MATERIALS

Under this alternative, the Project site would remain unchanged and continue to operate under its current condition. Given that no new construction would occur, existing hazardous materials would remain in use resulting from day-to-day operations that currently exist. Existing activities are typical of those related to the operation of a large shopping mall, including but are not limited to, operation of restaurants, surface parking lots, and other small to large retail establishments. Although the Project would expand and add new buildings, the overall uses at the Project site would remain the same. As such, the overall impacts related to hazards and hazardous materials under this alternative would remain similar to the Project.

6.5.8 HYDROLOGY AND WATER QUALITY

Under the No Project Alternative, the existing Project site would remain unchanged and continue to operate under its current condition. As such, improvements to the storm drain system would not occur and the existing amount of impervious surface area would remain at 100 percent. Under this alternative, there would be no net increase or decrease in impervious surface and as a result, there would be no reduction in groundwater recharge. Additionally, the Project would result in less-than-significant impacts to water quality with the implementation of BMPs in accordance with City and County requirements. Under this alternative, the Project site would continue to operate under its current condition and implementation of BMPs would not occur. Therefore, the No Project Alternative would result in more severe impacts than the proposed Project.

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6.5.9 LAND USE AND PLANNING

The No Project Alternative would not physically divide an existing community, because it would remain physically unchanged from its existing condition. Under this alternative, no new development or expansion would occur and the proposed medical office buildings, restaurants, parking structure, and hotel, would not be constructed. As described in Chapter 4.9, Land Use and Planning, the Project site would not have the potential to physically divide an existing community as a result of its unique setting in that it is enclosed by two major freeways (I-280 and Highway 1). Although the No Project Alternative would not result in new construction, given the unique isolated setting of the Project site, this alternative would result in similar impacts related to land use and planning.

6.5.10 NOISE

The No Project Alternative would not result in any changes to existing conditions and temporary noise and vibration as a result of construction related activities under the Project would not occur. Therefore, this alternative would result in less severe impacts than the Project.

6.5.11 POPULATION AND HOUSING

Under this alternative, the Project site would remain unchanged and continue to operate under its current condition, which does not currently include any housing units given that it is a regional shopping center. As discussed in Chapter 4.11, Population and Housing, in this Draft EIR, the Project does not include construction of residential units, and although new development, such as new construction of medical office buildings, restaurants, hotel, and retail space would result in approximately 985 new employees at buildout, it is not expected to result in any substantial changes to land use patterns or property value trends which could create the potential for unplanned growth. Under this alternative the Project site would continue to operate under its current condition and would not generate any new employees. Therefore, this alternative would result in less severe impacts to the Project.

6.5.12 PUBLIC SERVICES AND RECREATION

Under the No Project Alternative, public services, such as parks and recreation, fire protection and police services, and schools would continue to operate under existing conditions. The Project would result in new construction of restaurants, medical office buildings, hotel, and expanded mall, totaling approximately 468,600 square feet of net new space. As such, there would likely be an increase to calls for fire protection, police, and emergency services resulting from the additional employees, visitors, and/or overnight guests of the hotel.

Further, additional daytime visitors to the Shopping Center could result in adjacent parks to be utilized; however, the Project doesn't include a residential component and is not expected to induce substantial population growth which could result in greater impacts to parks.

Overall, given that this alternative would not include any of the new construction or expanded space, the No Project Alternative would result in fewer calls for service and/or impacts to public services which would in turn result in less severe impacts than the Project.

6.5.13 TRANSPORTATION AND TRAFFIC

Under the No Project Alternative, the existing Project site would continue to operate under its current condition and layout. As discussed in Chapter 4.13, Transportation and Traffic, buildout of the Project would result in eight significant and unavoidable impacts due to increased traffic. Under the No Project Alternative, no new development on the site would occur. As such, no new traffic trips would be generated and no traffic impacts as a result of new development on the Project site would occur. Overall impacts to transportation and traffic would be less severe when compared to those of the proposed Project.

6.5.14 UTILITIES AND SERVICE SYSTEMS

Overall, the No Project Alternative would result in less demand for water and wastewater generation. Under this alternative, the Project site would remain unchanged and continue to operate under its current condition, which currently has a gross leasable area (GLA) of approximately 883,000 square feet. The Project would include expansion and new construction, including medical office buildings, hotel, restaurants, and retail space. At buildout, the Project would increase GLA by approximately 468,600 square feet, resulting in a total GLA of approximately 1.35 million square feet. As a result of newly constructed structures and intensification of existing uses, demand for water and wastewater generation would increase. Therefore, this alternative would result in less severe impacts, as it would not increase water and wastewater generation given that it would remain operating under its existing condition.

6.6 REDUCED INTENSITY ALTERNATIVE

A Reduced Density/Intensity Alternative was considered in order to reduce potential impacts to GHG emissions and traffic. Under this alternative, development would occur as described in Chapter 3, Project Description; however, the new entertainment and cinema complex building, retail and restaurant space, hotel, medical office buildings, and parking garage would be reduced by 25 percent, as shown above in Table 6-1.

6.6.1 AESTHETICS

The Reduced Density/Intensity Alternative would reduce overall development in terms of square-footage by 25 percent. The overall type and pattern of development would remain similar to the Project, including the expansion and redevelopment of the shopping area, new medical office buildings at the corner of Serramonte and Callan Boulevards, new restaurant space, a parking garage, and a new hotel. As discussed in Chapter 4.1, Aesthetics, the Project would result in less-than-significant aesthetic impacts. Although a reduction in the overall intensity and density of development would reduce

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the overall amount of square footage developed, the types, locations of development, and general footprint of the Project site would remain similar to the Project. As such, this alternative would result in similar impacts to the Project with respect to aesthetics.

6.6.2 AIR QUALITY

Under this alternative, development would still occur similar to the Project but this alternative would result in a 25 percent reduction in the expansion of and new construction of retail and restaurant space, entertainment space, hotel, medical office buildings, and proposed parking garage. The reduction in building square footage and hotel rooms proposed would reduce vehicle trips, mobile-source, and stationary source emissions. Additionally, the reduction in land use development would reduce short-term emissions related to Project construction activities. As discussed in Chapter 4.2, Air Quality, the proposed Project would result in significant impacts to air quality.

This alternative would also result in significant operational phase criteria air pollutant emission impacts, and due to the reduction in square footages proposed, would result in reduced operational-phase emissions as compared to the proposed Project. Likewise, construction-related emissions would be less than those identified for the proposed Project, and with mitigation would be less-than-significant. Therefore, the potential to impact air quality would also be reduced beyond what was considered under the proposed Project.

Although the overall type of development would remain similar to the proposed Project and impacts were found to be less-than-significant, reduced development under this alternative would further reduce long- and short-term pollutant emissions. Therefore, this alternative would result in less severe impacts than the Project.

6.6.3 BIOLOGICAL RESOURCES

Under this alternative, development would still occur similar to the Project with the exception of a 25 percent reduction in the square footages proposed. A reduction in intensity and density would reduce the overall amount of hotel rooms and square footages of new structures. However, building footprints would remain the same as under the Project, which would ultimately result in similar areas of ground disturbance, and habitat loss due to trees and landscape being altered throughout buildout. While the overall types and locations of development would still occur as proposed, with the exception of a 25 percent reduction in overall density and intensity, this alternative would result in similar impacts than the Project.

6.6.4 CULTURAL RESOURCES

Under this alternative, development would still occur similar to the Project with the exception of a 25 percent reduction in the square footages proposed. A reduction in intensity and density could result in fewer areas of ground disturbance, therefore reducing the potential to disturb any cultural resources that may be present on the Project site that have yet to be discovered. Mitigation measures included in Chapter 4.4, Cultural Resources, would still apply under this alternative;

therefore, potential impacts would be less than significant. Overall, this alternative would result in similar impacts than the proposed Project.

6.6.5 GEOLOGY, SOILS, AND SEISMICITY

Under the Reduced Density/Intensity Alternative, development would still occur similar to the Project with the exception of a 25 percent reduction in the square footage proposed. As discussed in Chapter 4.5, Geology, Soils, and Seismicity, large earthquakes could generate strong to violent ground shaking at the Project site which could result in damage to existing and proposed structures. Additionally, erosion and/or loss of topsoil could result from ground disturbance and excavation from construction activities, however, erosion control measures would be required to minimize erosion. Chapter 4.5 identified less than significant impacts with respect to geology and soils. Although this alternative would result in the same overall type of development proposed under the Project, it would reduce the amount of development by 25 percent, therefore reducing the amount of square footage susceptible to ground shaking. As such, this alternative would result in less severe impacts than the Project.

6.6.6 GREENHOUSE GAS EMISSIONS

Under this alternative, development would still occur similar to the Project with the exception of a 25 percent reduction in the square footage proposed. The reduction in square footage would result in fewer vehicle trips generated upon buildout of the Project, which would reduce the total amount of GHGs emitted. Additionally, GHG emissions from stationary sources and energy usage would be reduced compared to the Project due to the reduction in building square footage.

GHG emissions impacts of the proposed Project are based on BAAQMDs efficiency metric, which is a per capita measure of the GHG emissions impacts of a project. Therefore, due to the reduced scale of development and reduction in employees generated under this alternative which would result in fewer vehicle trips upon buildout, short- and long-term GHG emissions would be less severe than the Project.

6.6.7 HAZARDS AND HAZARDOUS MATERIALS

As discussed in Chapter 4.7, Hazards and Hazardous Materials, the Project would result in less-than-significant impacts. Under this alternative, the same project components would continue to be built as under the Project, with the exception of reducing overall development density and intensity by 25 percent. Although commercially available hazardous materials would be used at various construction sites within the Project site and may generate small amounts of hazardous waste, the waste would be handled in accordance with applicable federal, State, and local laws. Overall, given that this alternative would result in the same overall type of development on the Project site, impacts would be similar to the Project.

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6.6.8 HYDROLOGY AND WATER QUALITY

Under the Reduced Density/Intensity Alternative, the same type of development would occur as proposed by the Project, with the exception of a 25 percent reduction in the overall density and intensity of development. As discussed in Chapter 4.8, Hydrology and Water Quality, the proposed Project would result in less than significant impacts to hydrology and water quality. Given that this alternative would reduce the overall amount of development by 25 percent, this alternative would result in a reduction in building square footages. Given that the Project site is previously developed with impervious surfaces, a reduction in the amount of impervious surface would not occur under this alternative. Although the overall type of development would remain similar to the proposed Project and impacts were found to be less than significant, reduced development under this alternative would result in similar impacts to the proposed Project.

6.6.9 LAND USE AND PLANNING

Under the Reduced Density/Intensity Alternative, the same type of development would occur on the Project site as proposed by the Project, with the exception of a 25 percent reduction in the overall density and intensity of development. As described in Chapter 4.9, Land Use and Planning, the Project components largely represent intensification of existing uses on the Project site, and would not have the potential to physically divide the site. Further, Project components include circulation improvements that would serve to reduce the potential division of surrounding community. All required entitlements and permits required for the Project would also be required under this alternative. Overall, given this alternative would result in the same type of development as the Project, impacts related to land use and planning would be similar.

6.6.10 NOISE

Under the Reduced Density/Intensity Alternative, the same type of development would occur on the Project site as proposed by the Project, with the exception of a 25 percent reduction in the overall density and intensity of development. As discussed in Chapter 4.10, a potentially significant impact would result from the proposed hotel being located in an area that would be exposed to noise levels that are considered “conditionally unacceptable” under the Noise Element of the 2030 General Plan. However, Mitigation Measure NOI-1 in Chapter 4.10 would reduce noise related impact from development of the hotel in proximity to I-280 to a less-than-significant level. Although traffic and employee generation would be reduced as a result of less density and intensity under this alternative, there would still be an increase in permanent ambient noise levels. Overall, this alternative would result in the same type of development as the proposed Project, and impacts related to noise would be similar to the proposed Project.

6.6.11 POPULATION AND HOUSING

Under the Reduced Density/Intensity Alternative, the same type of development would occur on the Project site as proposed by the Project, with the exception of a 25 percent reduction in the overall density and intensity of development. As discussed in Chapter 4.11, Population and Housing, in this Draft EIR, the Project does not include construction of

residential units, although new development, such as new construction of medical office buildings, restaurants, hotel, and retail space would result in approximately 985 new employees at buildout, it is not expected to result in any substantial changes to land use patterns which could create the potential for unplanned growth. Given this alternative would reduce the overall amount of development and employee generation, the Reduced Density/Intensity Alternative would further minimize potential impacts to population and housing. As such, this alternative would result in less severe impacts than the Project.

6.6.12 PUBLIC SERVICES AND RECREATION

Under the Reduced Density/Intensity Alternative, the same type of development would occur as the Project, with the exception of a 25 percent reduction in density and intensity of development. As such, this alternative would result in less employee generation than the proposed Project, as well as fewer hotel units, a smaller parking garage, and less square footage of retail, restaurant, entertainment, and medical office buildings, as shown above in Table 6-1. Although this alternative would result in an overall reduction in the amount of development, an increase in the demand for public services, such as fire and police protection, as well as emergency medical services, parks and recreation, and schools would still occur. However, as discussed in Chapter 4.12, Public Services and Recreation, less-than-significant impacts would occur for fire protection and police services, schools, and parks and recreation, considering the proposed Project. Given this alternative would reduce the overall amount of development and employee generation, the Reduced Density/Intensity Alternative would further minimize potential impacts to public services and recreation serving the Project site. As such, this alternative would result in less severe impacts than the proposed Project.

6.6.13 TRANSPORTATION AND TRAFFIC

The Reduced Density/Intensity Alternative would result in the same type of development as the proposed Project, with the exception of a 25 percent reduction in density and intensity of development. Under this alternative, total vehicle trip generation would be reduced over the proposed Project due to a reduction in building square footages for retail and restaurant, entertainment, and medical office buildings, as well as fewer hotel rooms. As discussed in Chapter 4.13, Transportation and Traffic, there would be eight significant and unavoidable impacts resulting from the Project. In general, this alternative would result in the same type of development as the proposed Project and a reduction in trips generated would occur. The 25 percent reduction in density and intensity is not likely to result in a substantial reduction in traffic and transportation impacts given that the overall uses and footprint of the Project would remain the same. However, the reduction in trips generated under this alternative would still result in less severe traffic and transportation impacts compared to the Project.

6.6.14 UTILITIES AND SERVICE SYSTEMS

The Reduced Density/Intensity Alternative would result in the same type of development as the Project, with the exception of a 25 percent reduction in density and intensity of the amount of development. As such, this alternative would reduce the amount of hotel units, square footage of retail, restaurant, entertainment buildings, parking garage space, and

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medical office buildings, thereby reducing the overall impact to utilities and service systems. As discussed in Chapter 4.1, Utilities and Service Systems, the Project would result in a less-than-significant impact to water services, sanitary wastewater, and solid waste. Given that this alternative would reduce the level of development proposed by the Project, impacts to utilities and service systems would be less severe than the Project.

6.7 ABILITY TO MEET PROJECT OBJECTIVES

This section describes how each alternative would meet the Project objectives, described in Chapter 3 of this Draft EIR, and repeated above in Section 6.1.2.

6.7.1 NO PROJECT ALTERNATIVE

Under the No Project Alternative, the Project would not be implemented, and therefore this alternative does not meet any of the objectives.

6.7.2 REDUCED DENSITY/INTENSITY ALTERNATIVE

The Reduced Density and Intensity Alternative would meet the objectives. Given that this Alternative would ultimately result in the Project to be constructed as proposed, with the exception of a 25 percent reduction in density and intensity of development, the overall uses and locations of the buildings would not change. As such, this Alternative would continue to meet the objectives.

6.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the Project and the alternatives, Section 15126.6 of the State CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least environmental impact. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets Project objectives.

As shown in Table 6-1, the No Project Alternative would have the fewest environmental impacts as compared to the other alternative, and would therefore be considered the environmentally superior alternative. However, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the Environmentally Superior Alternative is the “No Project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Accordingly, the Reduced Density/Intensity Alternative would be the Environmentally Superior Alternative.

7. CEQA-Mandated Sections

This chapter provides an overview of the impacts of the Project based on the analyses presented in Chapters 4 through 5 of this Draft EIR. The topics covered in this chapter include impacts found not to be significant, significant irreversible changes due to the Project, and growth inducement. A more detailed analysis of the effects the Project would have on the environment and mitigation measures to minimize significant impacts is provided in Chapter 4, Sections 4.1 through 4.14.

7.1 IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impact to be “scoped out” and not analyzed further in the EIR. This section explains the reasoning by which it was determined that impacts to agriculture and forestry, biological, and mineral resources potentially resulting from buildout of the Project would be less than significant.

7.1.1 AGRICULTURE AND FORESTRY RESOURCES

The Project is located in the City of Daly City along Serramonte Boulevard, a highly urbanized city within San Mateo County. There are no forest resources or timberland resource zones in Daly City or the surrounding area, and there is no active timberland production in the general vicinity of the Project site. As such, buildout of the Project would have no impact on forestland or forestry resources. Additionally, the 2030 General Plan does not identify any agriculture or forestry resources within the vicinity of the Project site. As previously mentioned, the Project site has been developed since 1969, followed by renovations in the 1990s and 2000s. Given the scope of work of the Project to include renovations and expansion to a previously developed site, the Project, at buildout, would result in no impact with respect to agriculture and forestry resources and, therefore were not further analyzed in this Draft EIR.

7.1.2 MINERAL RESOURCES

The California Department of Conservation Geological Survey (CGS) has classified lands within San Mateo County into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in areas. The mineral resources include Portland cement concrete, asphaltic cement, and base aggregate resources. Lead agencies are required to incorporate identified MRZs resource areas delineated by the State into their General Plans. As mentioned previously, the Project would consist of renovations and expansion to a previously developed shopping center. As such, most of the construction related activities would occur above surface and, therefore, would unlikely result in an impact to mineral resources. Additionally, the Project site was originally developed in

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the 1960s, and has since undergone many upgrades, expansion, and development in subsequent years. In addition, the Project site is zoned Commercial Retail and Office and is intended to be utilized for commercially related uses. Given the previous development, and commercial use zoning designation, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State or the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan and this issue has therefore not been analyzed further in this Draft EIR.

7.2 SIGNIFICANT IRREVERSIBLE CHANGES DUE TO THE PROJECT

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the extent to which the Project would commit nonrenewable resources to uses that future generations would probably be unable to reverse. The three CEQA-required categories of irreversible changes are discussed below.

7.2.1 CHANGES IN LAND USE THAT COMMIT FUTURE GENERATIONS

The Project involves the redevelopment of a previously developed site. The Project site is currently occupied by department stores, restaurants, retail buildings, and adjoining surface parking lots. The Project would redevelop the site by constructing new buildings that would adjoin existing buildings as well as free-standing retail use buildings in the southeast, southwest, and northern corners of the Project's site. The Project would also include construction of a free-standing parking garage in the northwest boundary of the Project site. Additionally, new medical office buildings are proposed along the western boundary of the Project site as well as a hotel in the northeast corner. Because the Project site is already developed and is located in an urban area, the Project is not expected to result in any land use changes that would commit future generations to uses that are not already prevalent in the Project site vicinity.

7.2.2 IRREVERSIBLE DAMAGE FROM ENVIRONMENTAL ACCIDENTS

Potential environmental accidents of concern include those that would have adverse effects on the environment or public health due to the nature or quantity of material released during an accident and the receptors exposed to that release. Demolition and construction activities associated with development of the Project would involve some risk for environmental accidents. However, these activities would be monitored by the City of Daly City, State, and federal agencies, and would follow professional industry standards for safety and construction. The land uses by the Project would not include any uses or activities that are likely to contribute to the cause of significant environmental accident. As a result, the Project would not pose a substantial risk of environmental accidents.

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7.2.3 LARGE COMMITMENT OF NONRENEWABLE RESOURCES

Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. The Project would require water, electric, and gas service, and resources for construction. The ongoing operation of the Project would involve the use of nonrenewable resources. Construction and ongoing maintenance of the Project would irreversibly commit some materials and nonrenewable energy resources. Materials and resources used would include, but are not limited to, nonrenewable and limited resources such as oil, gasoline, sand and gravel, asphalt, and steel. These materials and energy resources would be used for infrastructure development, transportation of people and goods, and utilities. During the operational phase of the Project (post-construction), energy sources including oil and gasoline would be used for lighting, heating, and cooling of businesses, and transportation of people to and from the Project site.

However, the Project would include several features that would offset or reduce the need for nonrenewable resources. The Project would be required to comply with all applicable building and design requirements, including those set forth by Title 24 relating to energy conservation. In compliance with CALGreen, the State's Green Building Standards Code, the Project would be required to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials. Additionally, the Project would include transit-supportive measures and design features which include bike facilities and pedestrian improvements.

The Project site does not contain any agricultural land or a mining reserve, so it would not affect those natural resources.

7.3 GROWTH-INDUCING IMPACTS OF THE PROJECT

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss the ways in which a Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical growth inducing factors might be the extension of urban services or transportation infrastructure to a previously unserved or under-served area, or the removal of major barriers to development. This section evaluates the Project's potential to create such growth inducements. Not all aspects of growth inducement are negative; rather, negative impacts associated with growth inducement occur only where the Project growth would cause adverse environmental impacts.

The Project is not expected to directly induce growth because it is not building any housing, although it will provide more employment opportunities than currently available on the existing site. However, some population and employment growth for the area is anticipated by Association of Bay Area Governments (ABAG) and the Daly City 2030 General Plan.

The Project is not expected to result in indirect growth inducement because all development associated with the Project would occur on the Project site. The Project is located on a previously developed site.

Development of the Project would involve demolition and construction activities that could generate some temporary employment opportunities; however, it is unlikely that construction workers would permanently relocate to the City of Daly City as a result of the Project. Thus, the Project would not be considered growth inducing from an employment perspective.

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