

3.0 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY

3.1 SENATE BILL 375

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

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

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

3.2 TRANSIT PRIORITY PROJECT CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.3 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

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

City of Daly City General Plan EIR

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

Plan Bay Area EIR

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

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

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

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