3. *Revisions to the Draft EIR*

This chapter presents specific changes to the Draft EIR that were made in response to staff-directed changes including typographical corrections and clarifications. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double Underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

All changes to Chapter 1 of the Draft EIR, including changes to Table 1-1, Summary of Impacts and Mitigation Measures, are included in Chapter 2, Executive Summary, of this Final EIR.

REVISIONS TO CHAPTER 1, EXECUTIVE SUMMARY

Page 1-5 of the Draft EIR, the paragraph under the heading Summary of Project Alternatives is hereby revised as follows (Comment A02-02):

> This Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of ~~three~~two 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.

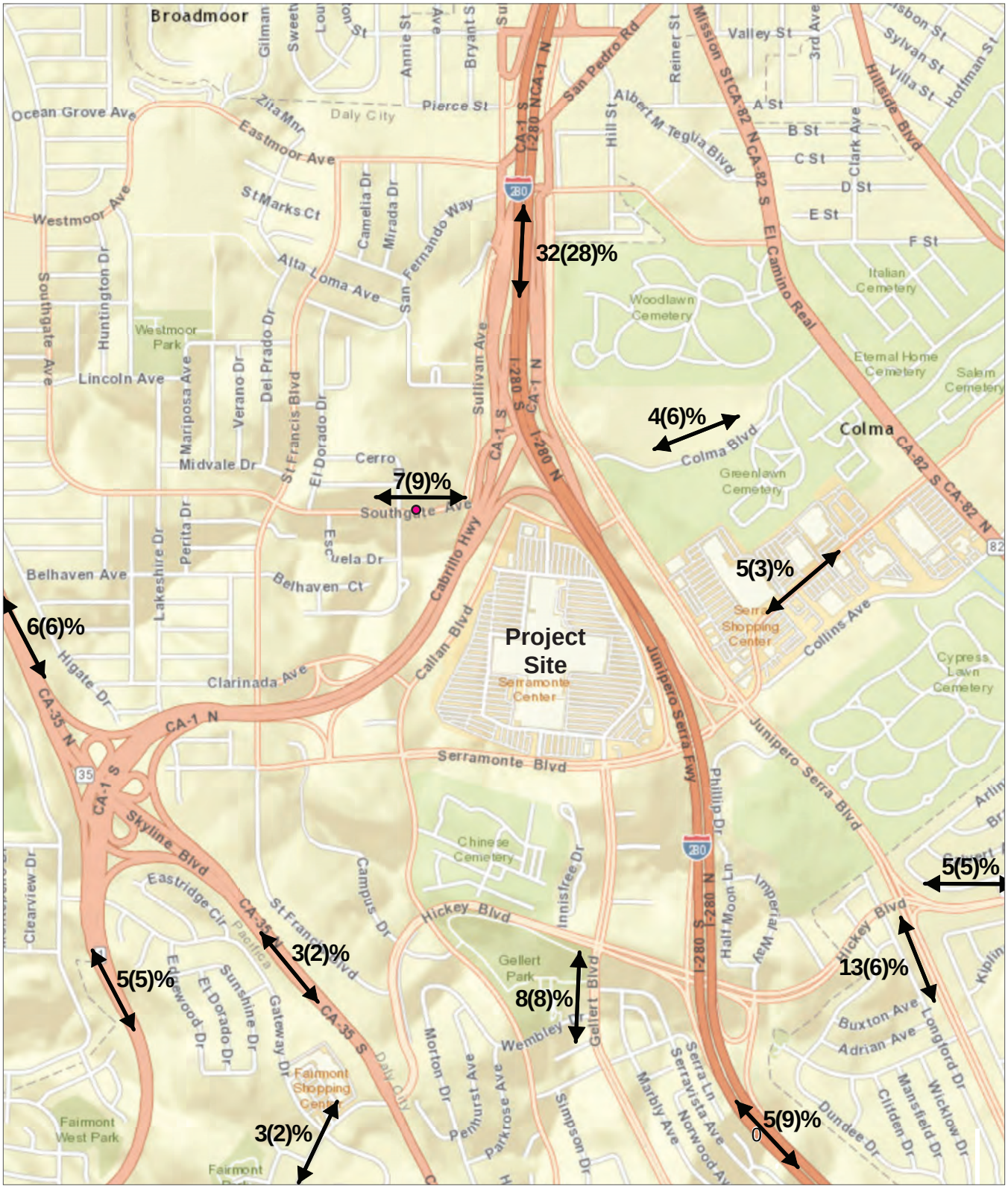
REVISIONS TO CHAPTER 4.2, AIR QUALITY

Mitigation Measure AIR-3, as shown on page 4.2-26 of the Draft EIR, is hereby revised as follows:

> **Mitigation Measures AIR-3:** Implementation of Mitigation Measures AIR-1A through AIR-1.~~3~~C would reduce operational air quality impacts.

REVISIONS TO CHAPTER 4.13, TRANSPORTATION AND TRAFFIC

Figure 4.13-5, as shown on page 4.13-19 of the Draft EIR, has been revised to relocate the 5(3)% and arrow adjacent to Serramonte Boulevard, as shown on the following page (Comment A02-11).



Source: Kittelson & Associates, Inc.

Figure 4.13-5
Trip Distribution

Impact Statement TRANS-1A, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-1A: The Project would cause the ~~intersection~~ level of service at the intersection of Serramonte Boulevard and Gellert Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Impact Statement and Mitigation Measure TRANS-1B, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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 at SR-1 Southbound Ramps at Clarinada Avenue.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal at SR-1 Southbound Ramps at Clarinada Avenue.

Impact Statement and Mitigation Measure TRANS-1C, as shown on page 4.13-24 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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 at the intersection of Callan Boulevard and Serramonte Boulevard.

Mitigation Measure TRANS-1C: Install actuated-uncoordinated traffic signal at the intersection of Callan Boulevard and Serramonte Boulevard.

Impact Statement TRANS-4A, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS -4A: The addition of Project traffic at the intersection of SR-1 Southbound Ramps at Clarinada Avenue 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.

Impact Statement TRANS-4B, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-4B: The addition of Project traffic at the intersection of Callan Boulevard and Serramonte Boulevard 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.

Impact Statement TRANS-4C, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-4C: The addition of Project traffic at the intersection of Serramonte Boulevard and Serramonte Center South Driveway 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.

Impact Statement TRANS-4D, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-4D: The addition of Project traffic at the intersection of Gellert Boulevard and Serramonte Boulevard 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.

Impact Statement and Mitigation Measure TRANS-4E, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03 and Comment A02-12):

Impact TRANS-4E: The addition of Project traffic at the intersection of Junipero Serra Boulevard and Serramonte Boulevard 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~~modify traffic signal timing for the cumulative Saturday peak hour conditions.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measure TRANS-4E would reduce the impact to less than significant. However, ~~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.

Mitigation Measure TRANS-6A, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6A: Install marked crosswalks and ADA compliant curb ramps on the south and east legs at the intersection of Callan Boulevard and Serramonte Center West. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Mitigation Measure TRANS-6B, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6B: Install marked crosswalks and ADA compliant curb ramps on all legs at the intersection of Callan Boulevard and Clarinada Avenue. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Impact Statement TRANS-8A, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8A: The Project would cause delay at the intersection of Serremonte Boulevard and Gellert Boulevard ~~delay for an intersection,~~ already operating at LOS F, to worsen during the Saturday peak hour.

Impact Statement and Mitigation Measure TRANS-8B, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8B: The Project would cause delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard ~~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 at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.

Impact Statement and Mitigation Measure TRANS-8C, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8C: The Project would cause delay at the intersection of Serramonte Boulevard and El Camino Real ~~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 at the intersection of Serramonte Boulevard and El Camino Real.

Impact Statement and Mitigation Measure TRANS-8D, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8D: The Project would cause the level of service at ~~this~~the intersection of Gellert Boulevard and Hickey Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.

Mitigation Measure TRANS-8D: The following shall be implemented at the intersection of Gellert Boulevard and Hickey Boulevard:

- Install a right-turn overlap signal phase on the westbound approach
- Optimize the signal timing

Mitigation Measure TRANS-8E, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8E: The Project would cause the level of service at ~~this~~the intersection of Callan Boulevard and Southgate Avenue to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-8E: Install actuated uncoordinated traffic signal at the intersection of Callan Boulevard and Southgate Avenue.

REVISIONS TO CHAPTER 6, ALTERNATIVES

Page 6-2 of the Draft EIR, Section 6.2, Alternatives Considered, is hereby revised as follows (Comment A02-16):

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.

REVISIONS TO APPENDIX F, TRANSPORTATION IMPACT ANALYSIS

Page 43 of Appendix F of the Draft EIR, the paragraph under the heading "Cumulative Conditions," is hereby revised as follows (Comment A02-08):

The Cumulative Conditions analysis projects how the study area's transportation system would operate with the full build-out of the Project in combination with the growth and changes of the surrounding community by the year 2035. The growth and changes of the surrounding community by 2035 were derived from the latest version of the Daly City Travel Demand Model. This model includes all of the approved and reasonably foreseeable projects anticipated in Daly City by 2035.

Page 52 of Appendix F of the Draft EIR, the paragraph under the heading "Design and Incompatible Use Hazards," is hereby revised as follows (Comment A01-02):

The conceptual master plan was reviewed to assess any potential hazards due to Project design and incompatible use. The proposed land uses are generally compatible with existing uses in the project area and would not result in undue hazards. Therefore, this assessment focuses on potential hazards due to design. The primary design issues considered were a review of the queue lengths and intersection design of key intersections identified by the City. A review of the internal circulation was also performed but because the conceptual plan lacks sufficient details, the internal design assessment is limited to a high level basis. A more thorough review should be performed during the entitlement process to ensure that all proposed designs comply with City standards or Caltrans standards, as appropriate.