2. Executive Summary

This chapter presents a summary of the findings of the Draft and Final EIRs. This chapter has been reprinted from the Draft EIR with necessary changes made in this Final EIR shown in double-underline and ~~strikethrough~~.

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~~ The 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~~ The 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~~ the 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).

2.1 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 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. 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.

2.2 ENVIRONMENTAL PROCEDURES

~~This~~ The 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.

2.2.1 EIR FORMAT

~~This~~ The 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~~ the Draft EIR 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

2.2.2 TYPE AND PURPOSE OF ~~THIS~~ THE EIR

~~This~~ The 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~~ The 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~~ The 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.

2.3 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.

2.4 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.

2.5 SUMMARY OF PROJECT ALTERNATIVES

~~This~~ The 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.

2.5.1 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.

2.5.2 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.

2.6 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~~ the 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.

2.7 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~~ the Draft EIR.

2.8 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.

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	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.	LTS
		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:	

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		▪ 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.	
		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.	

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	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.	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~~C would reduce operational air quality impacts.	LTS

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	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	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		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. ▪ 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.	
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	N/A	N/A

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	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.	LTS

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

EXECUTIVE SUMMARY

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

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

EXECUTIVE SUMMARY

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

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

EXECUTIVE SUMMARY

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

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 at the intersection of Serramonte Boulevard and Gellert Boulevard to degrade from LOS D to LOS E in the Saturday peak hour.	S	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.	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 at SR-1 Southbound Ramps at Clarinada Avenue.	S	TRANS-1B: Install actuated-uncoordinated traffic signal at SR-1 Southbound Ramps at Clarinada Avenue.	LTS

EXECUTIVE SUMMARY

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

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 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.	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 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.	S	TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.	LTS
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.	S	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.	LTS
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.	S	TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.	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-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.	S	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.	SU
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 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.	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 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.	LTS
TRANS-7: The Project would not result in inadequate parking capacity.	LTS	N/A	N/A
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.	S	TRANS-8A: Implementation of Mitigation Measure TRANS-1A.	LTS
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.	S	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.	SU
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.	S	TRANS-8C: Optimize the traffic signal timing at the intersection of Serramonte Boulevard and El Camino Real.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
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.	S	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	LTS
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.	S	TRANS-8E: Install actuated uncoordinated traffic signal at the intersection of Callan Boulevard and Southgate Avenue.	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
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
UJTIL-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

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
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
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