3.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

3.1 AESTHETICS

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

3.1.1 Environmental Setting

This section provides a description of existing visual conditions in the vicinity of the proposed project and an assessment of changes to those conditions that would occur from implementation of the proposed project. Effects of the proposed project on the visual environment are generally defined in terms of a project's physical characteristics and potential visibility, the extent to which the project's presence would change the perceived visual character and quality of the environment where it would be located, and the expected level of sensitivity that the viewing public may have in areas where project facilities would alter existing views.

The aesthetic quality of a community is composed of visual resources, which are those physical features that make up the visible landscape, including land, water, vegetation, and the built environment (e.g., buildings, roadways, and structures). The descriptions of visual resources in this section include photographs of the project site that were taken during site reconnaissance performed by Stantec and then supplemented with visual simulations by Andrew McNichol in March 2015. Stantec's peer review of these visual simulations is presented in Appendix A. High-resolution photographs were taken from representative viewpoints in the surrounding vicinity.

Visual Distance Zones

The following distance zones (foreground, middle ground, and background) can be used to characterize the dominant visual character from each vantage point and

describe views in terms that can be analyzed and compared. The sensitivity of views, which have been modified from the existing environment, is defined in order to establish thresholds for the analysis of potential visual impacts resulting from the implementation of the proposed project.

Foreground Views

These views include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered potentially adverse when viewed by a sensitive viewer group, such as surrounding residents, workers, pedestrians, or regular motorists.

Middle Ground Views

These views include elements that can be seen at a middle distance and that partially dominate the view. Impacted views at this distance are generally considered to be potentially adverse when viewed by a sensitive viewer group.

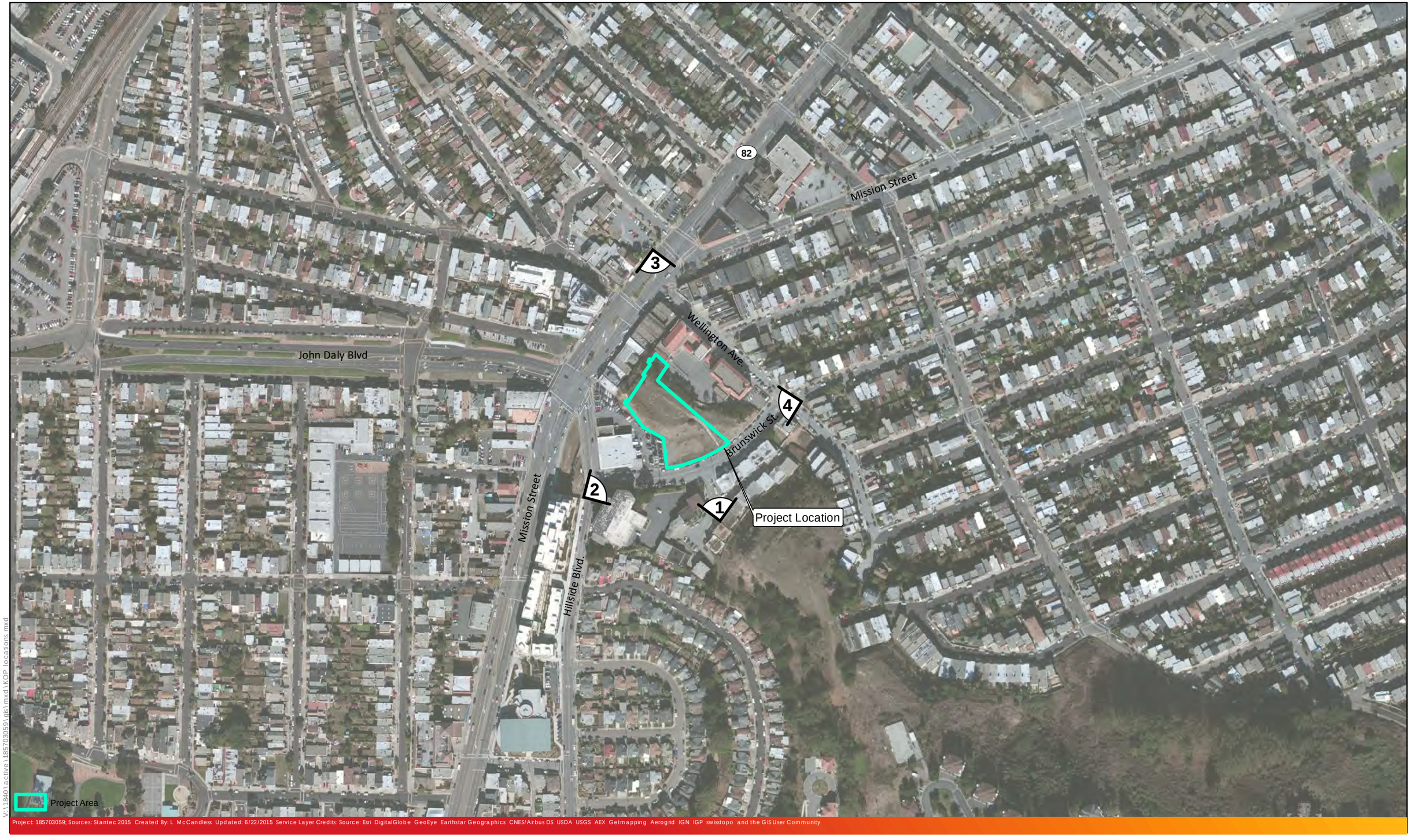
Background Views

These views include elements that are seen at a long distance and typically do not dominate the view although they are part of the overall visual composition of the view. Impacted views at this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Visual Setting

The project site is located in the Hillside neighborhood of the City of Daly City at the "Top of the Hill," where Mission Street meets John Daly Boulevard. According to the Daly City General Plan, the Hillside neighborhood contains the greatest mixture of residential densities in the City of Daly City. Existing densities range from a low of 12 du/ac to a high density of over 50 du/ac. The Hillside neighborhood is located east of Mission Street and is essentially bisected by the north-south oriented Hillside Boulevard, which merges into Mission Street at John Daly Boulevard. The project site is located on an undeveloped parcel surrounded by existing commercial, industrial, religious, and residential uses, which facilitates an auto-oriented character. There are many wayfinding and storefront signs, minimal landscaping, street oriented parking, older one- and two-story residential and commercial buildings, larger four- and five-story religious buildings, and one newer six-story apartment building. There are buildings with design elements that include facades with greater depth and contrasting and complimentary colors and materials, as well as varying building heights, accent lighting, and unique building entrances along Mission Street between John Daly Boulevard and Wellington Avenue.

The project site is currently undeveloped, and is characterized by large, non-descript hillside that has non-native vegetation and primarily neutral tones. Wide cement sidewalks connect the site to the surrounding neighborhood. For this analysis, a local visual study area has been defined that generally corresponds to those land uses and residences that currently view the project site. Based on the site reconnaissance performed, four key observation points (KOPs) were identified based on viewer exposure to the project site. A high-resolution photograph was taken from each KOP facing the project site. These photographs are presented with an existing conditions photograph and a side-by-side post project construction simulation for each of the four KOPs in Figures 3.1-1 through 3.1-5.



Stantec

Figure 3.1-1
KOP Locations

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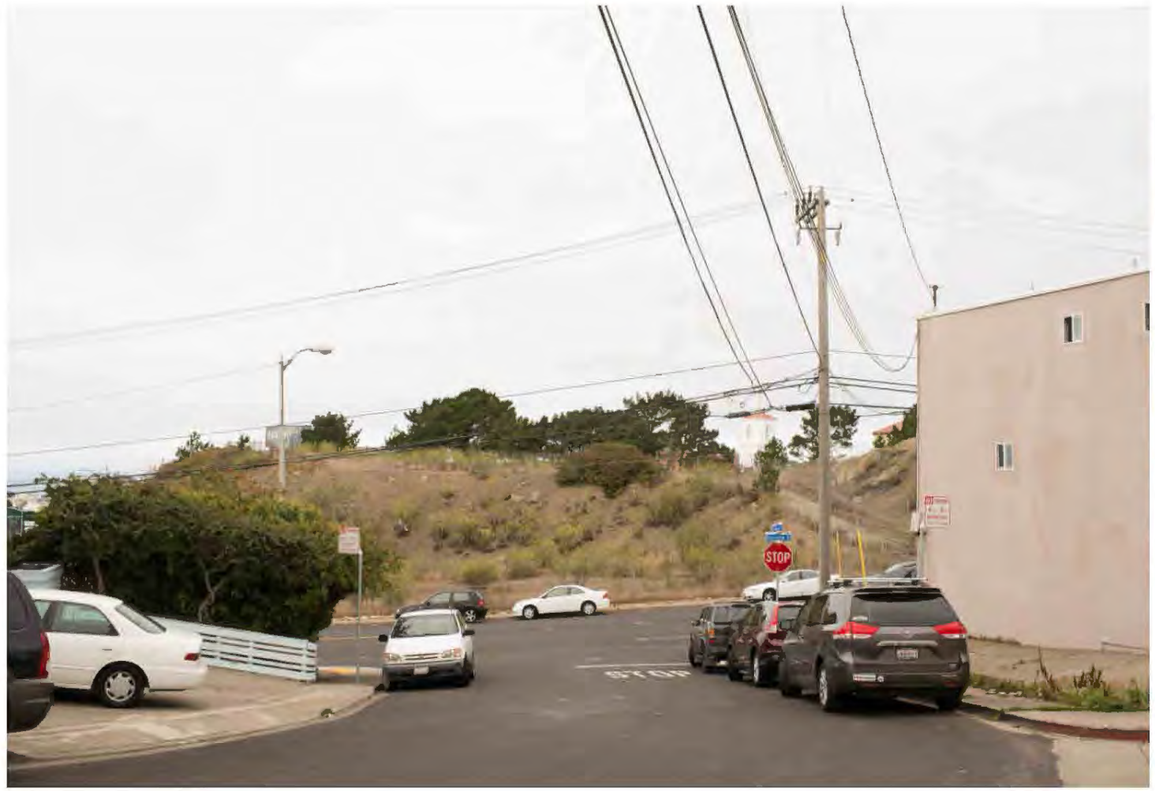

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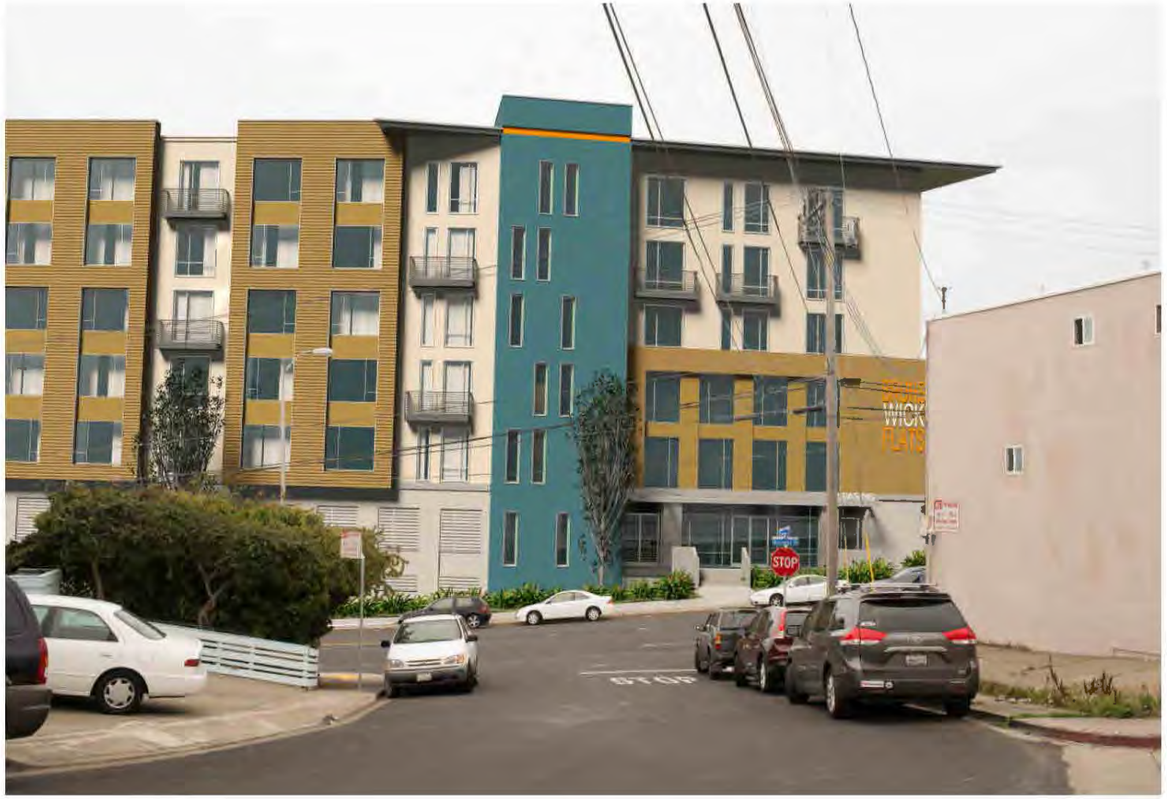

AFTER - Photo Simulation

Project: 185703059; Sources: Stantec 2015; Created By: L. McCandless; Updated: 6/19/2015.

Stantec

Figure 3.1-2
KOP 01 - Chelsea Ct. looking north towards Brunswick St.

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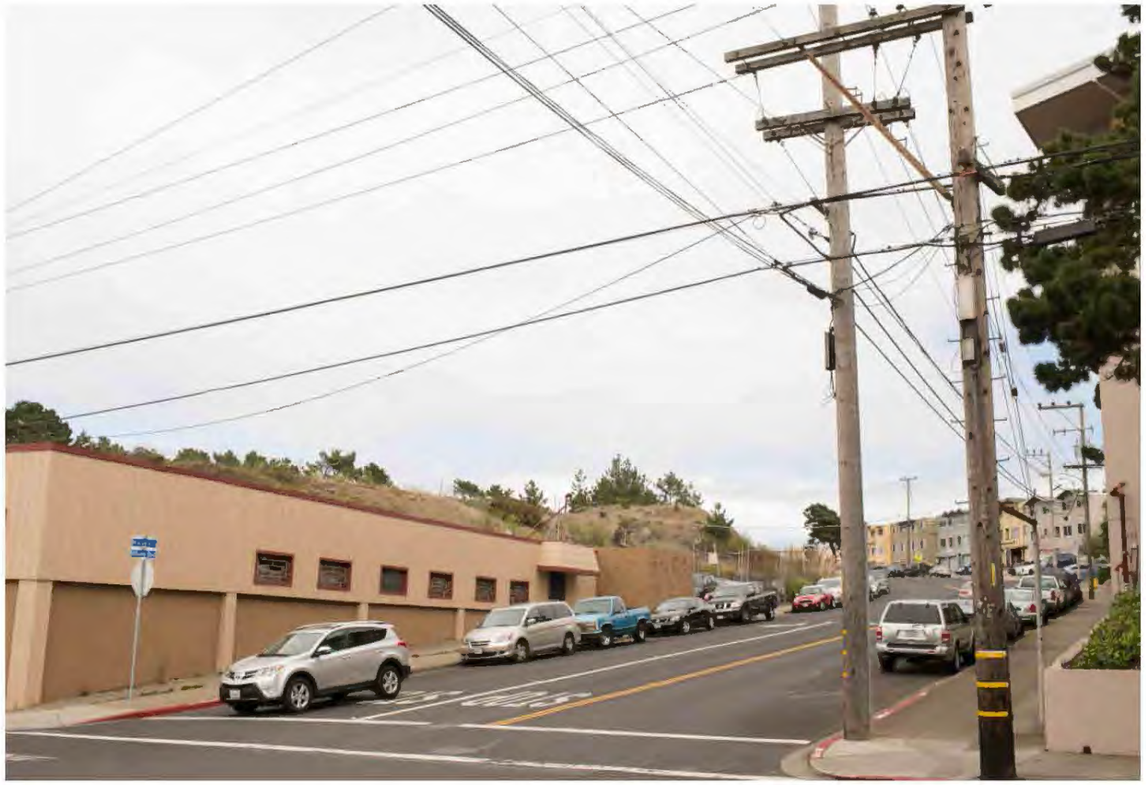

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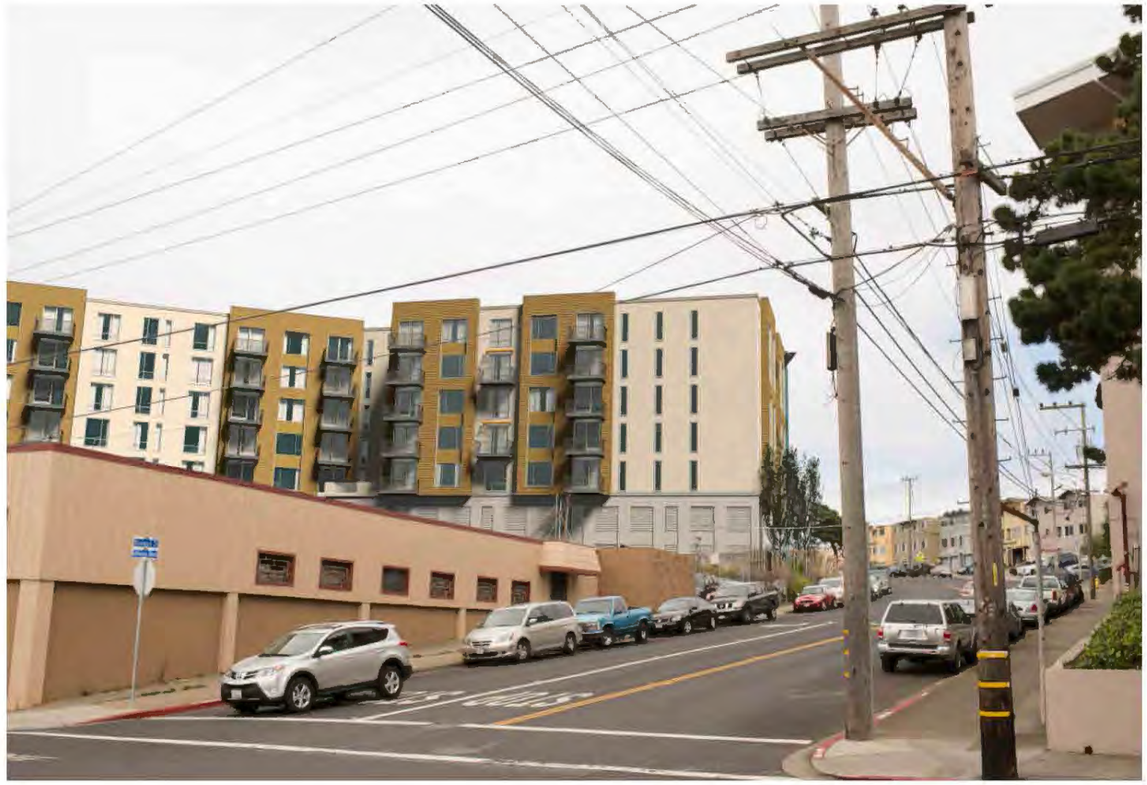

AFTER - Photo Simulation

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Project: 185703059; Sources: Stantec 2015; Created By: L. McCandless; Updated: 6/19/2015.

Stantec

Figure 3.1-3
KOP 02 - Looking west at corner of Hillside Blvd. and Brunswick St.

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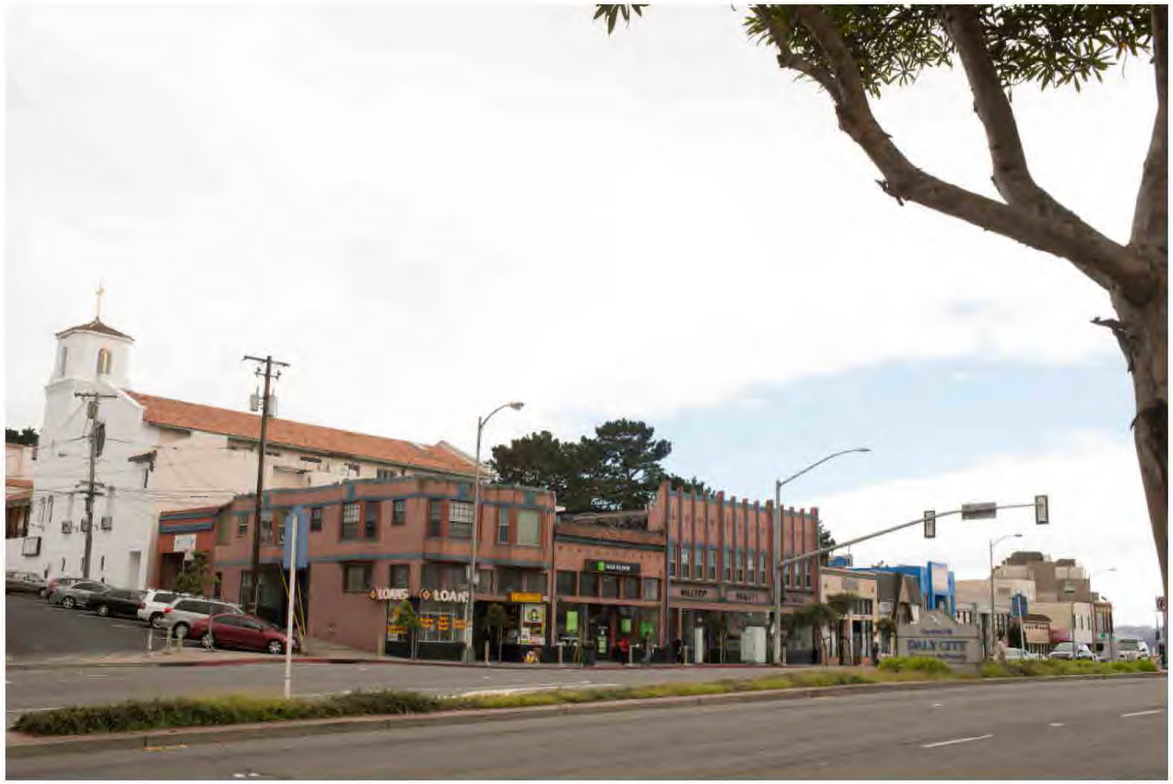

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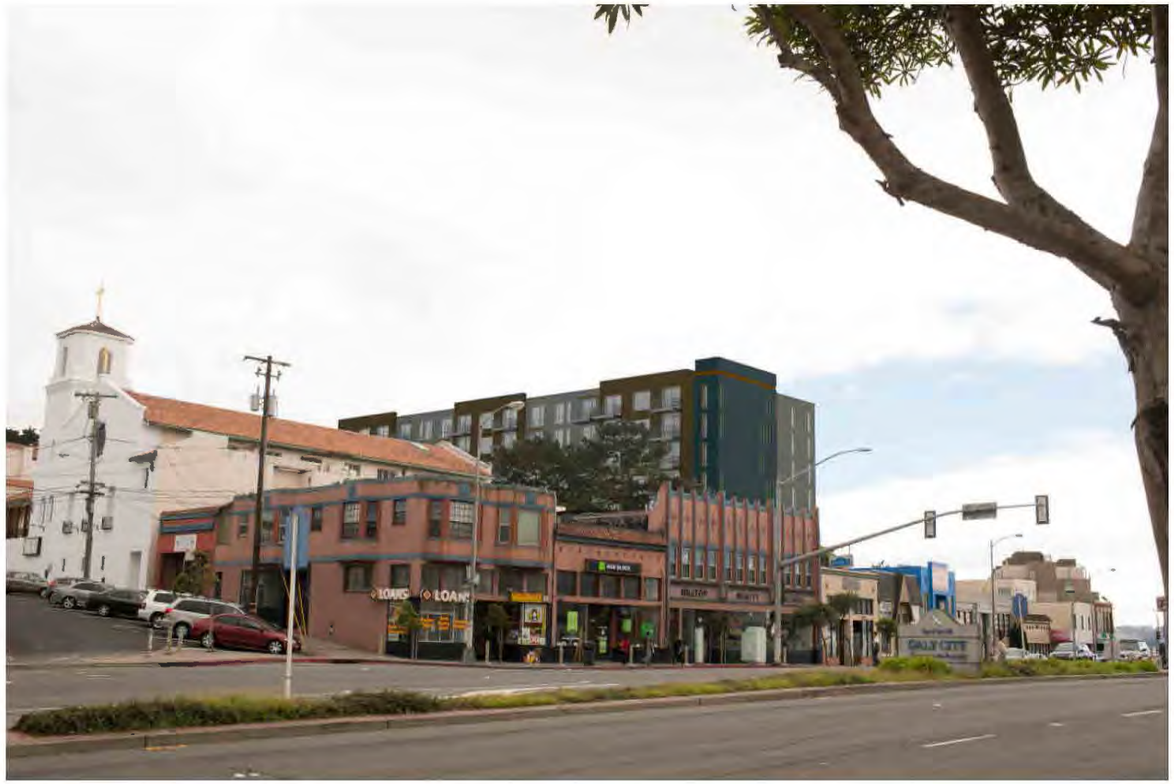

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Project: 185703059; Sources: Stantec 2015 ; Created By: L. McCandless; Updated: 6/19/2015.

Stantec

Figure 3.1-4
KOP 03 - Looking south from Mission St.

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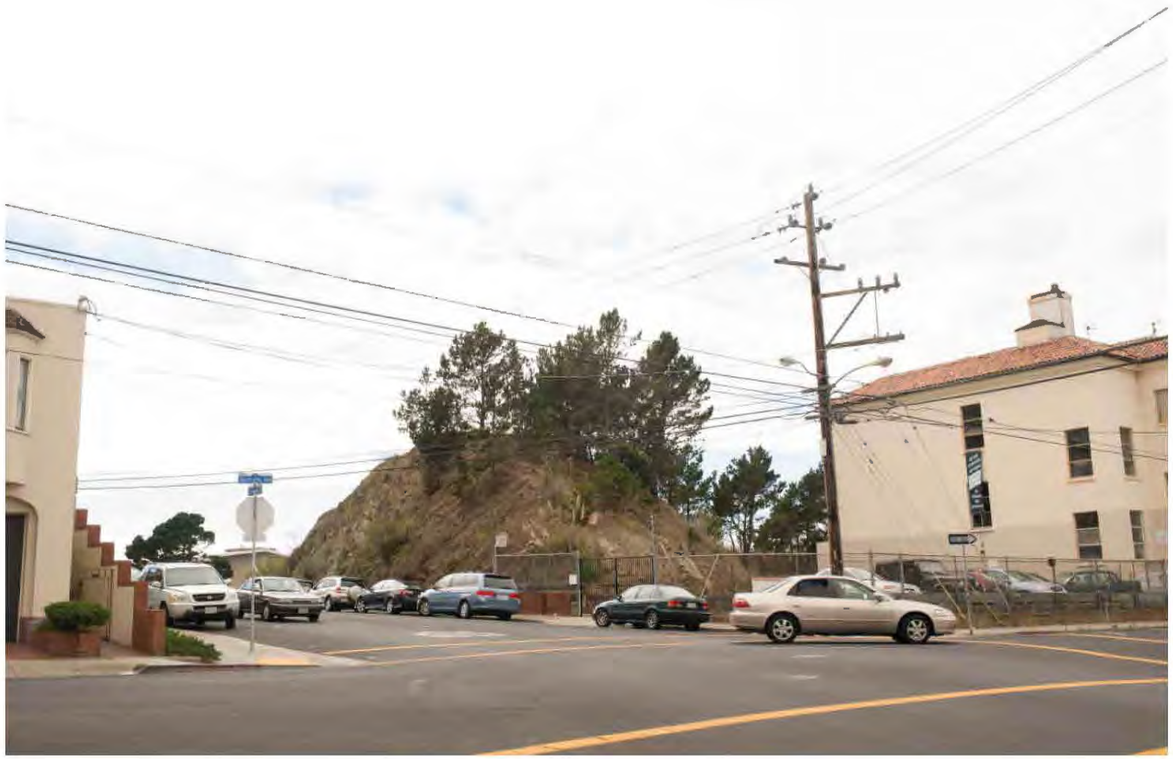

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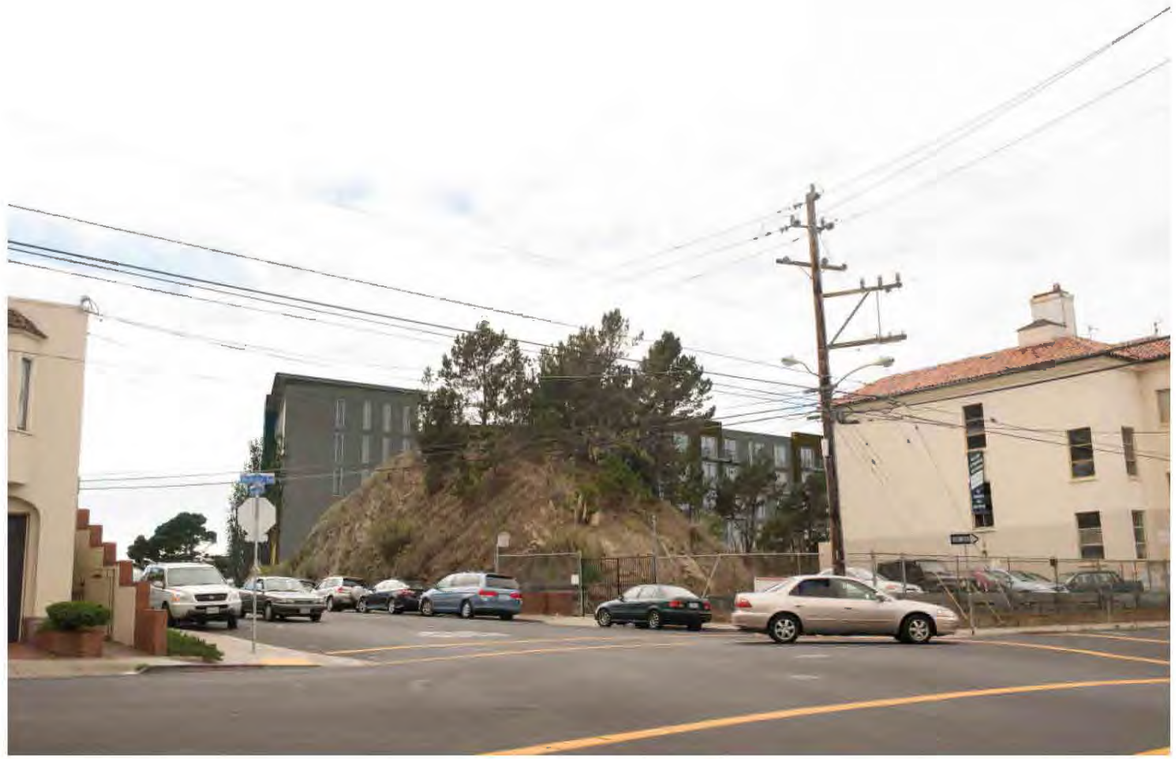

AFTER - Photo Simulation

Project: 185703059; Sources: Stantec 2015.; Created By: L. McCandless; Updated: 6/19/2015.

Stantec

Figure 3.1-5
KOP 04 - Looking West from Corner of Brunswick St. and Wellington Ave.

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Scenic Resources/Corridors

The California Department of Transportation (Caltrans) manages the California Scenic Highway Program. The goal of the program is to preserve and protect scenic highway corridors from changes that would affect the aesthetic value of the land adjacent to the highways. The Daly City General Plan identifies scenic views and corridors, landmarks, and gateways to be preserved and protected. As described in the Resource Management Element of the Daly City General Plan, the views from the City to the coastline, surrounding scenic corridors, and San Bruno Mountain are integral to the City's identity, sense of place, and character.

The Daly City General Plan does not identify any state- or county-designated scenic highways located in the City of Daly City. However, several roadways have been recognized as having scenic quality. The Daly City General Plan identifies John Daly Boulevard 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 resource potential along these corridors is related to the views of the coast and San Bruno Mountain. I-280 is located one-half mile west of the project site and provides views of San Bruno Mountain to the south of the project site.

San Bruno Mountain reaches approximately 1,000 feet in elevation and is visible from various locations throughout the city; however, it is not viewable from the project site.

Light and Glare Conditions

The terms "glare" and "skyglow" are used in the following analysis to describe the visual effects of lighting. For the purposes of this impact analysis, glare is considered to be direct exposure to bright lights and skyglow is a glow that extends beyond the light source and can dominate or partially dominate views above the horizon.

In general, nighttime lighting in the project vicinity is relatively minimal and does not produce substantial glare or skyglow. Nighttime lighting is present in the surrounding area mainly as parking lot lighting and building security lighting for the surrounding businesses, all of which are located adjacent to the project site. Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, skyglow, 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.

3.1.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.1 of the Daly City General Plan EIR considers the potential impacts of the Daly City General Plan on the City's scenic resources. Existing national, state, and local laws as well as policies contained in the Daly City General Plan would reduce the potential impacts on scenic resources to less than significant levels.

Policies

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 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 reflects 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.

3.1.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.1.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.7 of the Plan Bay Area EIR evaluates potential impact to visual resources that may result from implementation of the Plan Bay Area EIR. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Scenic Vistas

The Plan Bay Area EIR analyzed the potential impact related to blocking panoramic views or view of significant landscape features (Impact 2.10-1) and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.10(a), the impact would be less than significant with mitigation.

b. Scenic Resources

The Plan Bay Area EIR analyzed the potential impact related to scenic resources

(Impact 2.10-2) and determined with the implementation of the Plan Bay Area EIR Mitigation Measures 2.10(a) and 2.10(b), the impact would be less than significant with mitigation.

c. Visual Character

The Plan Bay Area EIR analyzed the potential impact related to visual character (Impact 2.10-3) and determined with the implementation of the Plan Bay Area EIR Mitigation Measures 2.10(a) and 2.10(c), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impact related to the addition of a visual element of urban character to a rural or open space area or add a modern element to a historic area (Impact 2.10-4) and determined with the implementation of the Plan Bay Area EIR Mitigation Measures 2.10(c) and 2.10(d), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impact related to shadows in such a way as to cause a public hazard or substantially degrade the existing visual/aesthetic character or quality of a public place for a sustained period of time (Impact 2.10-6) and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.10(e), the impact would be less than significant with mitigation.

d. Light and Glare

The Plan Bay Area EIR analyzed the potential impact related to light and glare (Impact 2.10-5) and determined with the implementation of the Plan Bay Area EIR Mitigation Measures 2.10(e), the impact would be less than significant with mitigation.

3.1.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

Compliance with the applicable policies, regulations, and implementation of Plan Bay Area EIR Mitigation Measures 2.10(a), 2.10(c), and 2.10(e) would reduce the proposed project's impacts related to visual resources to a less than significant level.

"***2.10(a)*** *Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Reduce the visibility of construction staging areas by fencing and screening these areas with low contrast materials consistent with the surrounding environment, and by revegetating graded slopes and exposed earth surfaces at the earliest opportunity.*
- *Site or design projects to minimize their intrusion into important viewsheds.*
- *Identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources.*

- *Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect visual resources.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU)."

***"2.10(c)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Designing projects to minimize contrasts in scale and massing between the project and surrounding natural forms and development.*
- *Requiring that the scale, massing, and design of new development provide appropriate transitions in building height, bulk, and architectural style that are sensitive to the physical and visual character of surrounding areas.*
- *Contouring the edges of major cut and fill slopes to provide a finished profile that is appropriate to the surrounding context, using shapes, textures, colors, and scale to minimize contrasts between the project and surrounding areas.*
- *Ensuring that new development in or adjacent to existing communities is compatible in scale and character with the surrounding area by:*
  - *Promoting a transition in scale and architecture character between new buildings and established neighborhoods; and*
  - *Requiring pedestrian circulation and vehicular routes to be well integrated.*
- *Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce visual contrasts.*

Implementation of Mitigation Measure 2.10(a) shall also be considered to reduce impacts on visual resources created by significant contrasts in community visual character.

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation

measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU)."

***"2.10(e)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Designing projects to minimize light and glare from lights, buildings, and roadways facilities.*
- *Minimizing and controlling glare from land use and transportation projects through the adoption of project design features that reduce glare. These features include:*
  - *Limiting the use of reflective materials, such as metal;*
  - *Using non-reflective material, such as paint, vegetative screening, matte finish coatings, and masonry;*
  - *Screening parking areas by using vegetation or trees; and*
  - *Using low-reflective glass.*
- *Imposing lighting standards that ensure that minimum safety and security needs are addressed and minimize light trespass and glare associated with land use development. These standards include the following:*
  - *Minimizing incidental spillover of light onto adjacent private properties and undeveloped open space;*
  - *Directing luminaries away from habitat and open space areas adjacent to the project site;*
  - *Installing luminaries that provide good color rendering and natural light qualities; and*
  - *Minimizing the potential for back scatter into the nighttime sky and for incidental spillover of light onto adjacent private properties and undeveloped open space.*
- *Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce light and glare impacts.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation

measures described above, the impact would be less than significant with mitigation LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU)."

3.1.6 Project Specific Impact Discussion

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A scenic vista is generally considered a view that has remarkable or unique scenery or resources that are indigenous to a specific area. While the project site does contain scenic resources, such as the existing mature landscape trees and is set against the backdrop of the existing urban land uses, it is not considered to provide a scenic vista.

Views from the City of the San Bruno Mountains and foothills are integral to the City's identity, sense of place, and character. These views, including those of the San Bruno Mountains and coastline and other urban development, are important to both the City's residents and visitors, with numerous vantage points within the City offering impressive scenic vistas. These views vary from panoramas of both urban and undeveloped landscapes.

The Daly City General Plan identifies John Daly Boulevard, which is in close proximity to the project site, as a scenic corridor. John Daly Boulevard can provide views of the coastline and San Bruno Mountains depending on the direction of travel. However, the project site sits at a higher elevation than the John Daly Boulevard roadway, especially as the roadway gains elevation as it travels east towards the project site, which is set back from the road adjacent to a large hillside. No other scenic corridors or vistas are located within the project area and, because of intervening natural topography and manmade structural elements, these other corridors and vistas are located outside of the viewshed of the project site.

While the proposed project includes a five-story building capable of reaching approximately 55 feet in height, taller buildings in the project area include 88 Hillsdale, which is six-story building above grade, estimated to be 65 feet in height. A similar height structure across from the project site is the Church of Jesus Christ of Latter Day Saints building, which is located at the southern corner of Brunswick Street and Hillside Boulevard. The project site, in relation to existing structures, would be separated by the street, the minimum lot setbacks, pedestrian paths, and landscaping. Because of this offset and the surrounding structures, many view angles of the project site would be obstructed and the proposed building would not be completely visible through existing structures from South Hillside Boulevard or Mission Street. As a result, those traveling along the Mission Street, especially those going northbound, would continue to have views of existing structures and the surrounding neighborhoods. Those traveling eastbound on John Daly Boulevard between Santa Barbra Avenue and Mission Street, as well as those traveling southbound on Mission Street, would have the most exposed view of the project site, as the geometry of the roadway intersections orients drivers in such a way that there is a wide view angle between existing stores along Mission Street

and automotive use along the corner of Hillside Boulevard and Brunswick Street (Figure 3.1-4).

While the views surrounding the project site along Brunswick Street and Hillside Boulevard would be modified by the proposed project as a result of the taller buildings being constructed on the project site (Figures 3.1-2, 3.1-3, and 3.1-5), viewers at these locations are generally associated with the surrounding "Top of the Hill" neighborhood area, and, thus, are considered to have lower visual sensitivity due to being dominated by private views. Regardless, neither of these streets, nor the surrounding land uses, is identified as scenic corridors or areas that provide noteworthy panoramic and urban views. Therefore, impacts associated with scenic vistas would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Daly City General Plan does not identify any state- or county-designated scenic highways located in the City of Daly City. However, several roadways have been recognized as having scenic quality. The 2030 General Plan identifies John Daly Boulevard and Lake Merced Boulevard as scenic corridors; however, the designated portions of these roadways are not directly adjacent to 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 one-half mile west of the project site and provides views of San Bruno Mountain to the south of the project site. As a result, no portions of the project site or the surrounding project area are visible from Skyline Boulevard (SR 35), Cabrillo Highway (SR 1), and Junipero Serra (I-280). Therefore, no impacts associated with state scenic highways would occur.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant With Mitigation. During construction of the proposed project, construction equipment, vehicles, and materials would be stored on the project site within a designated staging area. Although storage of these construction items would be temporary and cease promptly upon completion of project construction, such storage activity could potentially affect the viewshed of the surrounding land uses. As such, Plan Bay Area EIR Mitigation Measures 2.10(a), along with proposed project Mitigation Measures AES-1 and AES-2, would be required to reduce impacts related to the short-term, on-site storage of construction equipment, vehicles, and materials. Mitigation Measure AES-1 involves the storage of construction items within a fenced and screened designated staging area, while proposed project Mitigation Measure AES-2 pertains to the prompt removal of demolition and construction debris from the project site. Therefore, with mitigation, short-term construction impacts associated with the visual character and quality of the site and surrounding area would be less than significant.

Additionally, design features of the proposed project would not include large visible retaining walls. Therefore, impacts associated with visual character and quality of the site and surrounding area would be less than significant.

As addressed in Section 2.0, Project Description, and Section 3.9, Land Use and Planning, following recommendation by the Planning Commission and subsequent approval by the City Council, the proposed project would be consistent with the Daly City General Plan and zoning ordinances. The project site is designated as C-MU. This land use designation pertains generally to areas fronting Mission Street and Geneva Avenue and includes certain areas within the Sullivan Corridor Specific Plan and BART Station Area Specific Plan intended for mixed-use development. The designation applies to areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings that contain a vertical mix of uses (e.g. retail or restaurant uses at the street level and office or residential uses at levels above the street). The introduction of the C-MU designation along Mission Street and Geneva Avenue is intended to allow for residential intensification of these corridors, both of which are well-served by public transportation, so that they may be transformed into more vibrant urban streets as identified during the Envision Daly City process. Using the development policies and building design requirements for C-MU, as set forth by Title 24, and the City's Code, the proposed project has been designed as a combination of a variety of land uses, structures, and amenities that would also be aesthetically compatible with the surrounding area. This development would incorporate a variety of building materials (e.g., stone, wood siding, resin panels, stucco) and elevations that would visually divide the building facades both vertically and horizontally (Figures 2.0-6 through 2.0-11), establishing a clear base, middle, and top, while the addition of a clearly defined entrance and signage that would provide character and reduce the overall mass of the structures. These exterior design elements would form visually cohesive building exteriors that would complement the surrounding open hillsides and the proposed project urban character.

Overall, the proposed project's aesthetic character would be of quality design and would conform to the policies, guidelines, and standards established in the City's General Plan and set forth by the City's Code, all of which have been crafted to ensure visual conformance both on-site and off-site. Therefore, with adherence to applicable codes, Daly City General Plan policies, Plan Bay Area EIR Mitigation Measures 2.10(a) and 2.10(c), and proposed project Mitigation Measures AES-1 and AES-2, long-term operational impacts associated with the visual character and quality of the project site and surrounding area would be less than significant.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant With Mitigation. The proposed project would introduce new sources of light onto the project site. As part of the proposed project, exterior nighttime lighting would be installed throughout the project site including on buildings, along pedestrian paths, and in parking areas. This lighting would be required primarily for security and safety purposes, although it is anticipated that the proposed project would also include decorative and accent lighting for aesthetic and design reasons. Regardless of the intended purpose, the use of exterior lighting must comply with the City Code, which requires that "exterior lighting shall be designed and installed in such a manner that the light source is shielded from view off the site unless a finding is made that such lighting is necessary for safety reasons." Further, the proposed project would be required to comply with the design review process outlined in the City Code, which requires that general architectural considerations, such as exterior lighting, are compatible with design and character of adjacent or neighboring properties.

As a result, any exterior lighting used on the project site, whether for safety and security or aesthetic and design purposes, would be shielded and located as to direct light away from adjacent uses and to avoid light spillover onto these uses. All exterior lighting used as part of the proposed project would comply with the aforementioned provisions contained in both the City Code and the Daly City General Plan.

Additionally, project construction would be subject to the requirements of the most recent California Building Code (CCR Title 24), including Title 24, Part 6 CCR. Compliance with the Title 24 lighting and energy requirements would ensure that light from the proposed project would not spill over to adjacent uses. Project construction would be subject to the requirements of the California Building Code (CCR Title 24). Section 132 of Title 24, Part 6 CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than a specified wattage must be classified as cut-off so that the majority of the light is directed toward the ground. Therefore, with adherence to the above-referenced standards and requirements, project impacts associated with light would be less than significant.

In addition to light, the proposed project would also introduce new sources of glare onto the project site. Glare may be produced from building surfaces, storefront windows, and parked vehicles. The proposed project would be required to comply with the applicable provisions of the California Building Code (CCR Title 24) as it relates to glare; it also would incorporate a variety of both reflective (e.g., windows) and non-reflective (e.g., stone, wood siding, resin panels, stucco) building materials along the building exteriors. Generally, glare impacts would be associated with the use of larger glass windows and doors along the commercial retail buildings. Most of these windows and doors, however, would be recessed or covered by architectural overhangs and would be only partially exposed to sunlight. Further, while metal surfaces would also be integrated into the design of building, all metal surfaces would be painted or powder-coated, which would add a matte finish to these surfaces and eliminates the potential for glare. Therefore, with adherence to applicable regulations and standards, the implementation of the above-referenced proposed project design features, and adherence to applicable City regulations, Daly City General Plan policies, and Plan Bay Area EIR Mitigation Measure 2.10(e), proposed project impacts associated with light and glare would be less than significant.

3.1.7 Project Specific Mitigation Measures

Mitigation Measure AES-1

Minimize Impacts from Construction Staging

During non-construction hours, all construction equipment, vehicles, and materials shall be relegated to a designated staging area (or areas) on the project site. This staging area (or areas) shall be fenced and screened to clearly identify the boundary of the storage area and to limit views of stored construction items from adjacent land uses and roadways. Any on-site staging area shall be located within an appropriate, convenient portion of the project site away from adjacent land uses and roadways, as feasible. Storage containers shall also be used to store loose construction items and materials to prevent a haphazard visual appearance on the project site.

Mitigation Measure AES-1 Implementation

- **Timing**: During construction activities for the proposed project.
- **Monitoring and Reporting Program**: City planning staff would perform random inspections of the project site conditions and photo document visual inspections.
- **Standards for Success**: Provide a fenced and screened project site to limit views of stored construction items from adjacent land uses and roadways.

Mitigation Measure AES-2

Minimize Impacts Construction Debris

Any demolition and construction debris not designated for reuse on the project site shall be promptly removed from the site, in accordance with the approved construction schedule. No long-term stockpiling of such debris shall occur on the project site, and no short-term stockpiles shall exceed the height of the temporary construction fencing that would bound the project site. Demolition and construction debris earmarked for reuse on the project site shall be permitted, but shall still occur at a height that is not readily visible from adjacent land uses and roadways.

Mitigation Measure AES-2 Implementation

- **Timing**: During construction activities for the proposed project.
- **Monitoring and Reporting Program**: City planning staff would perform random inspections of the project site conditions and photo document visual inspections.
- **Standards for Success**: No short-term stockpiles shall exceed the height of the temporary construction fencing that would bind the project site to limit visual impacts on adjacent land uses and roadways.

3.1.8 Findings

All additional significant environmental impacts of the proposed project relating to aesthetics would be mitigated to a less than significant level with the implementation of Plan Bay Area EIR Mitigation Measures 2.10(a), 2.10(c), 2.10(e), and proposed project Mitigation Measures AES-1 and AES-2 above.

3.2 AGRICULTURAL AND FORESTRY RESOURCES

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒

3.2.1 Environmental Setting

There are no agricultural or forest resources on or adjoining the project site. The area has been developed in various mixed urban uses for over 60 years. The State Department of Conservation Farmland Mapping and Monitoring Program (FMMP) database identifies the area as "Urban and Built-up Land." There are no forest resources or timberland resource zones in the City of Daly City or the surrounding area, and there is no active timberland production in the general vicinity of the project site (California Department of Conservation, 2010).

Williamson Act and Farmland Security Zone Contracts

The California Land Conservation Act (Government Code Section 51200 et seq.) of 1965, commonly known as the Williamson Act, provides a tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners. A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors upon the request of a landowner or group of landowners. There are no agricultural lands on or adjoining the project site; therefore, there are no Williamson Act or Farmland Security Zone contracts associated with the project site.

3.2.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

The City of Daly City does not contain any agriculture or forest resources within its limits.

3.2.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.2.4 Summary of Analysis Under the Plan Bay Area EIR

The City of Daly City does not contain any agriculture or forest resources within its limits.

3.2.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

None required.

3.2.6 Project Specific Impact Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The proposed project is located in the City of Daly City along Brunswick Street, a highly urbanized city within San Mateo County. There are no agricultural resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (California Department of Conservation 2010). Additionally, the Daly City General Plan does not identify any agricultural resources within the vicinity of the project site (Daly City General Plan 2013). As such, construction of the proposed project would have no impact on agricultural land.

b) Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract?

No Impact. There are no agricultural resources on or adjoining the project site. The Daly City General Plan does not identify any agricultural resources or Williamson Act lands within the vicinity of the project site. The proposed project would result in no impact with respect to agricultural resources.

c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The proposed project is located in a highly urbanized city within San Mateo County. There are no forest resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (California Department of Conservation 2010). The Daly City General Plan does not identify any forestry resources within the vicinity of the project site. There are no forest resources or timberland resource zones in the City of Daly City or the surrounding area, and there is no active timberland production in the general vicinity of the project site. As such, construction of the proposed project would have no impact on forestland, or forestry resources.

d) Result in the Loss of Forestland or Conversion of Forestland to Non-Forest Use?

No Impact. There are no forest resources or timberland resource zones on the project site, in the City of Daly City, or the surrounding area, and there is no active timberland production in the general vicinity of the project site. As such, construction of the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use and would have no impact on forestland or forestry resources.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

No impact. The proposed project is located in the City of Daly City along Brunswick Street, a highly urbanized city within San Mateo County. There are no agricultural or forest resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (California Department of Conservation 2010). There are no forest resources or timberland resource zones in the City of Daly City or the surrounding area, and there is no active timberland production in the general vicinity of the project site. Additionally, the Daly City General Plan does not identify any agriculture or forestry resources within the vicinity of the project site. As such, construction of the proposed project would have no impact on agricultural land, forestland, or forestry resources.

3.2.7 Project Specific Mitigation Measures

None required.

3.2.8 Findings

The proposed project has no impact on agricultural and/or forestry resources.

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3.3 AIR QUALITY AND GREENHOUSE GASES

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b)	Violate any air quality standard or contribute to an existing or projected air quality violation?	☐	☒	☐	☐
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d)	Expose Sensitive Receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
f)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
g)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.3.1 Environmental Setting

The City of Daly City is in San Mateo County, which is within the boundaries of the San Francisco Bay Area Air Basin (SFBAAB) and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) and the California Air Resources Board (CARB). The Federal Clean Air Act (FCAA) establishes the framework for modern air pollution control. The FCAA, enacted in 1970 and amended in 1990, directs the EPA to establish ambient air quality standards. These standards are divided into primary and secondary standards. The former are set to protect human health, and the latter are set to protect environmental values, such as plant and animal life.

Criteria Air Pollutants

Standards have been established for the following six pollutants:

- **Ozone (O3)**: According to CARB, ozone is a pollutant that forms in the atmosphere through complex reactions between chemicals directly emitted from vehicles, industrial plants, and many other sources. Key pollutants involved in ozone formation are hydrocarbon and nitrogen oxide gases. Ozone is a highly reactive and unstable gas capable of damaging the linings of the respiratory tract. Exposure to levels of ozone above the current ambient air quality standard can lead to human health effects such as inflammation, tissue damage, and impaired functioning of the lung. Ozone exposure is also associated with symptoms such as coughing, chest tightness, shortness of breath, and the worsening of asthma symptoms. The greatest risk for harmful health effects belongs to outdoor workers, athletes, children, and others who spend greater amounts of time outdoors during smoggy periods. Elevated ozone levels can reduce crop and timber yields, as well as damage native plants (CARB, 2009).

- **Carbon monoxide (CO)**: According to the EPA, "CO is a colorless, odorless gas emitted from combustion processes. Nationally and, particularly in urban areas, the majority of CO emissions to ambient air come from mobile sources. CO can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. At extremely high levels, CO can cause death. EPA first set air quality standards for CO in 1971. For protection of both public health and welfare, EPA set an 8-hour primary standard at 9 parts per million (ppm) and a 1-hour primary standard at 35 ppm. In a review of the standards completed in 1985, EPA revoked the secondary standards (for public welfare) due to a lack of evidence of adverse effects on public welfare at or near ambient concentrations. The last review of the CO National Ambient Air Quality Standards (NAAQS) was completed in 1994 and the Agency chose not to revise the standards at that time" (EPA, 2014).

- **Lead (Pb)**: According to the EPA, "Pb is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been from fuels in on-road motor vehicles (such as cars and trucks) and industrial sources. As a result of EPA's regulatory efforts to remove lead from on-road motor vehicle gasoline, emissions of lead from the transportation sector dramatically declined by 95% between 1980 and 1999, and levels of lead in the air decreased by 94% between 1980 and 1999. Today, the highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions to the air today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers" (EPA, 2012).

- **Nitrogen oxides (NOx)**: According to CARB, "NO2 is a reactive, oxidizing gas capable of damaging cells lining the respiratory tract. This pollutant is also an essential ingredient in the formation of ground-level ozone pollution. NO2 is one of the nitrogen oxides emitted from high-temperature combustion processes, such as those occurring in trucks, cars and power plants. In the presence of sunlight, complex reactions of nitrogen oxides with ozone and other air pollutants produce the majority of NO2 in the atmosphere. Indoors, home heaters and gas stoves also produce substantial amounts of NO2. Exposure to NO2 along with other traffic-related pollutants, is associated with respiratory symptoms, episodes of respiratory

illness and impaired lung functioning. Studies in animals have reported biochemical, structural, and cellular changes in the lung when exposed to NO2 above the level of the current California air quality standard. Clinical studies of human subjects suggest that NO2 exposure to levels near the current standard may worsen the effect of allergens in allergic asthmatics, especially in children" (CARB, 2011).

- **Particulate matter (PM10, PM2.5)**: According to CARB, "PM 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, and dust. Particles 10 microns or less in diameter are defined as "respirable particulate matter" or "PM10." Fine particles are 2.5 microns or less in diameter or "PM2.5" and can contribute significantly to regional haze and reduction of visibility in California. Extensive research indicates that exposure to outdoor PM10 and PM2.5 levels exceeding current air quality standards is associated with increased risk of hospitalization for lung and heart-related respiratory illness, including emergency room visits for asthma. PM exposure is also associated with increased risk of premature deaths, especially in the elderly and people with pre-existing cardiopulmonary disease. In children, studies have shown associations between PM exposure and reduced lung function and increased respiratory symptoms and illnesses. Besides reducing visibility, the acidic portion of PM (nitrates, sulfates) can harm crops, forests, aquatic and other ecosystems" (CARB 2005).

- **Sulfur dioxide (SO2)**: According to the EPA, "SO2 is one of a group of highly reactive gasses known as "oxides of sulfur." The largest sources of SO2 emissions are from fossil fuel combustion at power plants (73%) and other industrial facilities (20%). Smaller sources of SO2 emissions include industrial processes such as extracting metal from ore, and the burning of high sulfur containing fuels by locomotives, large ships, and non-road equipment. SO2 is linked with a number of adverse effects on the respiratory system. EPA first set standards for SO2 in 1971. EPA set a 24-hour primary standard at 140 parts per billion (ppb) and an annual average standard at 30 ppb (to protect health). EPA also set a 3-hour average secondary standard at 500 ppb (to protect the public welfare). The last review of the SO2 NAAQS was completed in 1996 and the Agency chose not to revise the standards. In the last review, EPA also considered, but did not set, a five minute NAAQS to protect asthmatics at elevated ventilation rates from bronchoconstriction and respiratory symptoms associated with 5-10 minute peaks of SO2" (EPA 2012).

Toxic Air Contaminants (TACs)

TACs are air contaminants not included in the California Ambient Air Quality Standards (CAAQS) but are considered hazardous to human health. TACs are defined by CARB as those pollutants that "may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health."

The health effects associated with TACs are generally assessed locally rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; TACs can also cause short-term acute effects such as eye watering, respiratory irritation, running nose, throat pain, and headaches. For evaluation purposes, TACs are separated into carcinogens and non-carcinogens. Carcinogens are assumed to have no safe threshold below

which health impacts would not occur, and the cancer risk is expressed as excess cancer cases per one million exposed individuals (typically over a lifetime of exposure).

Diesel Particulate Matter

Diesel particulate matter is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases: gas and particle. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as organic compounds, sulfate, nitrate, metals, and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines, such as the on-road diesel engines of trucks, buses, and cars, and off-road diesel engines that include locomotives, marine vessels, and heavy duty equipment (EPA 2014).

Asbestos

Asbestos is a fibrous mineral that both naturally occurs in ultramafic rock (a rock type commonly found in California) and is used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The EPA has since determined that, when severely damaged, otherwise non-friable materials can release significant amounts of asbestos fibers. Asbestos has been banned from many building materials under the Toxic Substances Control Act, the Clean Air Act, and the Consumer Product Safety Act. Naturally occurring asbestos (NOA) is known to occur in many parts of California and is commonly associated with ultramafic or serpentinite rock. According to the U.S. Geological Survey (USGS) Geologic Map, the proposed project is not located in an area known to contain ultramafic or serpentinite rock (USGS 2006).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include the Our Lady of Perpetual Help School located east of the project site, as well as high-density multi-family apartments located to the south and southeast of the project site.

Air Quality Standards

According to CARB, "Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur

dioxide to develop plans, known as State Implementation Plans (SIPs). A SIP is a prepared by each state describing existing air quality conditions and measure that will be followed to attain and maintain federal standards. The 1990 amendments to the federal CCA set deadlines for attainment based on the severity of an area's air pollution problem" (CARB 2015).

The SIP for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for each regional air district. SIPs are prepared by the regional air district and sent to CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

The CARB also administers the CAAQS for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants are the six federal standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The federal and State ambient air quality standards are summarized in Table 3.3-1.

Table 3.3-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
Ozone	1 Hour	0.09 ppm (180 µg/m^3)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m^3)	0.075 ppm (147 µg/m^3)	
Respirable Particulate Matter	24 Hour	50 µg/m^3	150 µg/m3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m^3	—	
Fine Particulate Matter	24 Hour	—	35 µg/m^3	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m^3	15 µg/m^3	
Carbon Monoxide	1 Hour	20 ppm (23 mg/m^3)	35 ppm (40 mg/m^3)	—
	8 Hour	9.0 ppm (10 mg/m^3)	9 ppm (10 mg/m^3)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m^3)	100 ppb (188 µg/m^3)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	0.053 ppm (100 µg/m^3)	Same as Primary Standard
Sulfur Dioxide	1 Hour	0.25 ppm (655 µg/m^3)	75 ppb (196 µg/m^3)	—
	3 Hour	—	—	0.5 ppm (1300 µg/m^3)

Pollutant	Averaging Time	California Standards	National Standards	
		Concentration	Primary	Secondary
	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead	30-Day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Visibility-Reducing Particles	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride	24 Hour	0.01 ppm (26 µg/m³)		

Notes:

[1] - In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

mg/m³ = milligrams per cubic meter

µg/m³ = micrograms per cubic meter

Source: CARB 2013

As summarized in Table 3.3-2, the San Francisco Bay Area Basin and San Mateo County are currently designated as nonattainment areas for state ozone, $PM_{2.5}$, and PM_{10} standards, as well as federal ozone and $PM_{2.5}$ standards, but are listed as unclassified under national PM_{10}. The standards for CO, NO_2, SO_2, and lead are being met in the Bay Area. Because the Air Basin is nonattainment for the federal and State ozone standards, the BAAQMD has prepared an ozone attainment demonstration plan to satisfy the federal 1-hour zone planning requirement and a clean air plan to satisfy the State 1-hour ozone planning requirement. The 2010 Clean Air Plan, which was adopted in September 2010, The Clean Air Plan builds from and incorporates components of the 2005 Ozone Strategy and is designed to provide integrated control strategies to reduce ozone, particulate matter, toxic air contaminates, and GHGs.

Table 3.3-2: San Mateo County Area Designations for State and National Ambient Air Quality

Criteria Pollutants	State Designation	National Designation
Ozone	Non-attainment	Non-attainment
PM_{10}	Non-attainment	Unclassified

Criteria Pollutants	State Designation	National Designation
$PM_{2.5}$	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	—
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—
Source: CARB, 2013		

Nearly all development projects in the Bay Area have the potential to generate air pollutants that may increase the difficultly of attaining federal and State AAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. In order to help public agencies evaluate air quality impacts, the BAAQMD has developed the CEQA Air Quality Guidelines. The BAAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors. The BAAQMD's guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of TACs.

In June 2010, the BAAQMD adopted significance thresholds for reactive organic gases (ROG), NO_X, construction-related particulate matter, operational CO, and CO_2e (Table 3.3-3). The thresholds were challenged in a lawsuit, and on March 5, 2012, the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. Although the District does not recommend that the thresholds be used as an applicable measure of a project's significance impact, the thresholds were used in this analysis as they are useful for comparative purposes.

Table 3.3-3: 2010 BAAQMD Proposed Project-Level Air Quality CEQA Thresholds of Significance

Criteria Pollutants	Construction-Related	Operational-Related	
Criteria Air Pollutants and Precursors (regional)	Average Daily Emissions (lb/day)	Average Daily Emissions (lb/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO_x	54	54	10
PM_{10} (exhaust)	82	82	15
$PM_{2.5}$ (exhaust)	54	54	10
$PM_{10}/PM_{2.5}$ (fugitive dust)	Best Management Practices	None	

Criteria Pollutants	Construction-Related	Operational-Related
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)
GHGs (projects other than stationary sources)	None	Compliance with Qualified GHG Reduction Strategy OR 1,100 MT of CO_2e/yr OR 4.6 MT CO_2e/SP/yr (residents + employees)
Notes: lb/day= pounds per day tpy= trips per year MT CO_2e= metric tons of carbon dioxide equivalent per year MT CO_2e/SP/yr= metric tons of carbon dioxide equivalent per service population per year Source: BAAQMD 2010		

The BAAQMD has established rules and regulations to attain and maintain State and national air quality standards. The rules and regulations that apply to this proposed project include, but are not limited to, the following:

Regulation 2, Rule 2

New Source Review. This rule requires any new source resulting in an increase of any criteria pollutant to be evaluated for adherence to best available control technology. For compression internal combustion engines, best available control technology requires that the generator be fired on "California Diesel Fuel" (fuel oil with a sulfur content less than 0.05% by weight and less than 20% by volume of aromatic hydrocarbons). All stationary internal combustion engines larger than 50 horsepower must obtain a Permit to Operate. If the engine is diesel-fueled, then it must also comply with the District-administered Statewide Air Toxics Control Measure for Stationary Diesel Engines.

Regulation 2, Rule 5

New Source Review of Toxic Air Contaminants. This rule applies to preconstruction review of new and modified sources of toxic air contaminants, contains project health risk limits, and requires Toxics Best Available Control Technology.

Regulation 8, Rule 3

Architectural Coatings. This rule governs the manufacture, distribution, and sale of architectural coatings and limits the ROG content in paints and paint solvents. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of paint available for use during the construction.

Regulation 8, Rule 15

Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of asphalt available for use during the construction through regulating the sale and use of asphalt and limits the ROG content in asphalt.

Greenhouse Gases

GHGs and climate change are cumulative global issues. The CARB and EPA regulate GHG emissions within the State of California and the United States, respectively. While the CARB has the primary regulatory responsibility within California for GHG emissions, local agencies can also adopt policies for GHG emission reduction.

Many chemical compounds in the earth's atmosphere act as GHGs, as they absorb and emit radiation within the thermal infrared range. When radiation from the sun reaches the earth's surface, some of it is reflected back into the atmosphere as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy from the sun to the earth's surface should be approximately equal to the amount of energy radiated back into space, leaving the temperature of the earth's surface roughly constant. Many gases exhibit these "greenhouse" properties. Some of them occur in nature (water vapor, carbon dioxide, methane, and nitrous oxide), while others are exclusively human-made (like gases used for aerosols) (EPA, 2014b).

The principal climate change gases resulting from human activity that enter and accumulate in the atmosphere are listed below:

- **Carbon Dioxide (CO2)**: CO2 enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). CO2 is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

- **Methane (CH4)**: CH4 is emitted during the production and transport of coal, natural gas, and oil. CH4 emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills.

- **Nitrous Oxide (N2O)**: N2O is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.

- **Fluorinated Gases**: Hydrofluorocarbons (HFCs), perfluorinated chemicals (PFCs), and Sulfur hexafluoride (SF6) are synthetic, powerful climate-change gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent climate-change gases, they are sometimes referred to as high global warming potential (GWP) gases.

Emissions Inventories and Trends

California is the second-largest contributor in the United States of GHGs and the sixteenth-largest in the world (California Energy Commission, 2006). According to the CARB's recent GHG inventory for the state, released August 2013, California produced 459 million $MTCO_2e$ in 2012 (CARB, 2014). The major source of GHGs in California is transportation, contributing 37% of the state's total GHG emissions in 2012.

Potential Environmental Effects

For California, climate change in the form of warming has the potential to incur/exacerbate environmental impacts, including, but not limited to, changes to

precipitation and runoff patterns, increased agricultural demand for water, inundation of low-lying coastal areas by sea-level rise, and increased incidents and severity of wildfire events (Moser et al. 2009). Cooling of the climate may have the opposite effects. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-lying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions, but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

In September 2006, then-Governor Arnold Schwarzenegger signed Assembly Bill (AB) 32, which requires that statewide GHG emissions be reduced to 1990 levels by the year 2020. AB 32 delegated the authority for implementation to the CARB and directs the CARB to enforce the statewide cap. In accordance with AB 32, CARB prepared the Climate Change Scoping Plan (Scoping Plan) for California, which was approved in 2008. The Scoping Plan provides the outline for actions to reduce California's GHG emissions. Based on the reduction goals called for in the 2008 Scoping Plan, a 29% reduction in GHG levels relative to a Business-As-Usual (BAU) scenario would be required to meet 1990 levels by 2020. A BAU scenario is a baseline condition based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or any required or voluntary GHG reduction measures. A project's BAU scenario is project- and site-specific, and varies from project to project.

In 2011, the baseline or BAU level for the scoping plan was revised to account for the economic downturn and State regulation emission reductions (i.e., Pavley, Low Carbon Fuel Standard [LCFS], and Renewable Portfolio Standard [RPS]). Again, the BAU condition is project site specific and varies. The BAU scenario is based on what could or would occur on a particular site in the year 2020 without implementation of a proposed project or consideration of any State regulation emission reductions or voluntary GHG reduction measures. Accordingly, the scoping plan emission reduction target from BAU levels required to meet 1990 levels by 2020 was modified from 29% to 21.7% (where BAU levels is based on 2010 levels). The amended scoping plan was re-approved August 24, 2011.

In 2010, the BAAQMD adopted recommendations for GHG guidance for analysis and thresholds of significance; these recommendations have since been challenged in a lawsuit and, although they are not binding to projects in the Bay Area, they provide comparative guidelines. The 2010, guidance recommended an initial project-level threshold of 1,100 $MTCO_2e$ or 4.6 MT CO_2e/SP/yr. If annual emissions of operation-related GHGs exceed the recommended thresholds, the proposed project would result in a cumulatively significant impact to global climate change.

The City adopted The Daly City Green Vision – A Climate Action Plan for 2011–2020 and Beyond in 2011. The Climate Action Plan (CAP) CAP identifies how the City and the broader community could reduce Daly City's GHG emissions and includes reduction targets, strategies, and specific actions. Because the CAP is used to show compliance

with AB 32 goals, consistency with the CAP therefore results in project compliance with AB 32 goals.

3.3.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.2 of the Daly City General Plan Draft EIR evaluated the potential impacts of future development under the Daly City General Plan on ambient air quality and the potential for exposure of people, especially sensitive receptors, to unhealthy pollutant concentrations. Chapter 3.6 evaluated the potential cumulative effect of GHGs within the Bay Area. However, existing national, state, and local laws, as well as policies contained in the proposed General Plan would reduce these potential impacts on air quality and GHGs to less than significant levels.

Policies

Policy CE-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 RME-5: Assess projected air emissions from new development and associated construction and demolition activities in conformance with the BAAQMD CEQA Guidelines, and relative to state and federal standards.

Policy RME-6: Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.

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.

3.3.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.3.4 Summary of Analysis Under the Plan Bay Area EIR

Chapters 2.2 and 2.5 of the Plan Bay Area EIR evaluate potential impacts to air quality and GHGs, which may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Applicable Air Quality Plan

The Plan Bay Area EIR analyzed the potential impact related to conflicting with or obstructing implementation of an applicable air quality plan (Impact 2.2-1a-c), which includes the BAAQMD 2010 Clean Air Plan and the 2001 SIP for ozone and determined there would be no impact.

b. Net Increase in Construction-Related Emissions

The Plan Bay Area EIR analyzed the potential impact related to substantial increase in construction-related emissions (Impact 2.2-2), and determined with the implementation the Plan Bay Area EIR Mitigation Measures 2.2(a), the impact would be less than significant with mitigation.

c. Net Increase in Emissions of Criteria Pollutants from on road mobile sources compared to existing conditions.

The Plan Bay Area EIR analyzed the potential impacts related to a net increase in emissions of criteria pollutants from on-road mobile sources compared to existing conditions, including: ROG, Nox,, CO, and PM2.5 (Impact 2.2-3a), and determined there would be no impact.

The Plan Bay Area EIR analyzed the potential impact related to a net increase in emissions of PM_{10} from on-road mobile sources compared to existing conditions (Impact 2.2-3b), and determined with the implementation of Plan Bay Area Mitigation Measures 2.2(b) and 2.2(c), as well as Plan Bay Area EIR mitigation Measures 2.2(a)-(c) could help reduce the increase in PM_{10}; however, the impact is determined to remain significant and unavoidable.

The Plan Bay Area EIR analyzed the cumulative net increase in emissions of diesel PM, 1,3-butadiene, and benzene (toxic air contaminants) from on-road mobile sources compared to existing conditions (Impact 2.2-4), and determined there would be no impact. No mitigation measures are required; however, see mitigation measures for Impact 2.2-3(b) above, which have co-benefits for addressing TAC emissions.

c and e. Sensitive Receptors in Transportation Priority Project (TPP) Corridors Resulting in Exposure to TACs and $PM_{2.5}$ Concentrations

The Plan Bay Area EIR analyzed the localized net increase in sensitive receptors located in TPP corridors where TACS or $PM_{2.5}$ concentrations result in a cancer risk greater than 100/million or a concentration of $PM_{2.5}$ greater than 0.8 µg/m^3 (Impact 2.2-5a), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.2 (d), the impact remains significant and unavoidable.

The Plan Bay Area EIR analyzed the localized net increase in sensitive receptors located in TPP corridors within set distances (Plan Bay Area Table 2.2-10) to mobile or stationary sources of TAC or $PM_{2.5}$ emissions (Impact 2.2-5b), the impact remains significant and unavoidable.

The Plan Bay Area EIR analyzed the localized net increase in sensitive receptors located in TPP corridors where TACs or $PM_{2.5}$ concentrations result in noncompliance with an adopted Community Risk Reduction Plan (Impact 2.2-5c), and determined there would be no impact.

d. Increase of TACs and/or $PM_{2.5}$ Emissions in Disproportionally Impacted Communities

The Plan Bay Area EIR analyzed the localized larger increase or smaller decrease of TACs and/or $PM_{2.5}$ emissions in disproportionally impacted communities compared to the remainder of the Bay Area communities (Impact 2.2-6), and determined with the implementation of Plan Bay Area EIR Mitigation Measures 2.2(e) and 2.2(f), in addition to Plan Bay Area EIR Mitigation Measures 2.1(a)-(c) and 2.2(d), the impact remains significant and unavoidable.

f. Greenhouse Gas Emissions

The Plan Bay Area EIR analyzed the net increase in direct and indirect GHG emissions in 2040 when compared to existing conditions (Impact 2.5-2), and determined there would be no impact.

g. Conflict with an Applicable Plan, Policy, or Regulation

The Plan Bay Area EIR analyzed the failure to reduce per capita passenger vehicle and light duty truck CO_2 emissions by 7% by 2020 and by 15% by 2035 as compared to 2005 baseline, per SB 375 (Impact 2.5-1), and determined there would be no impact.

The Plan Bay Area EIR analyzed the impedance of goals set forth in Executive Order 5-3-05 and Executive Order B-16-2012 (Impact 2.5-3), and determined the impact to be less than significant.

The Plan Bay Area EIR analyzed the substantial conflict with any other applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (Impact 2.5-4), and determined there would be no impact.

3.3.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

Compliance with the applicable policies, regulations, and implementation of Plan Bay Area EIR Mitigation Measures 2.2(a) and 2.2(d) would reduce the proposed project's impacts to air quality and GHGs to a less than significant level with mitigation.

"***2.2(a)*** *Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to best management practices (BMPs), such as the following (adapted from BAAQMD), CEQA Air Quality Guidelines (May 2011):*

Construction Best Practices for Exhaust

- *The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 hp that will be operating for more than 20 hours over the entire duration of the construction activities at the site, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all of the information necessary to ensure the equipment meets the following requirement:*
  - *All off-road equipment shall have: 1) engines that meet or exceed either USEPA or ARB Tier 2 off-road emission standards; and 2) engines are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used (Equipment with engines meeting Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement, therefore a VDECS would not be required).*
- *Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.*
- *Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.*

Construction Best Practices for Dust

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres of size, soil moisture should be maintained at 12% . Moisture content can be verified by lab samples or moisture probe.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping should be done in conjunction with thorough watering of the subject roads.*

- *All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).*
- *All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading.*
- *All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800 334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.*
- *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.*
- *Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.*
- *Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.*
- *The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.*
- *All trucks and equipment, including their tires, shall be washed off prior to leaving the site.*
- *Site accesses to a distance of 100 feet from the paved road shall be treated with a six- to 12-inch compacted layer of wood chips, mulch, or gravel.*
- *Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.*

Significance After Mitigation

The measures described above are intended to keep dust from becoming airborne and to keep diesel PM emissions as low as possible through the use of readily available, lower-emitting diesel equipment, and/or equipment using alternative cleaner fuels, such as propane, natural gas, and electricity, as well as on-road trucks using diesel PM filters.

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this

mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU)."

***"2.2(d)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to best management practices (BMPs), such as the following:*

- *Installation of air filtration to reduce cancer risks and PM exposure for residents, and other sensitive populations, in buildings that are in close proximity to freeways, major roadways, diesel generators, distribution centers, railyards, railroads or rail stations, and ferry terminals. Air filter devices shall be rated MERV-13 or higher. As part of implementing this measure, an ongoing maintenance plan for the building's HVAC air filtration system shall be required.*

- *Phasing of residential developments when proposed within 500 feet of freeways such that homes nearest the freeway are built last, if feasible.*

- *Sites shall be designed to locate sensitive receptors as far as possible from any freeways, roadways, diesel generators, distribution centers, and railyards. Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.*

- *Limiting ground floor uses in residential or mixed-use buildings that are located within the set distance of 500 feet to a non-elevated highway or roadway. Sensitive land uses, such as residential units or day cares, shall be prohibited on the ground floor.*

- *Planting trees and/or vegetation between sensitive receptors and pollution source, if feasible. Trees that are best suited to trapping PM shall be planted, including one or more of the following: Pine (Pinus nigra var. maritima), Cypress (X Cupressocyparis leylandii), Hybrid popular (Populus deltoids X trichocarpa), and Redwoods (Sequoia sempervirens).*

- *Within developments, sensitive receptors shall be separated as far away from truck activity areas, such as loading docks and delivery areas, as feasible. Loading dock shall be required electrification and all idling of heavy duty diesel trucks at these locations shall be prohibited.*

- *If within the project site, diesel generators that are not equipped to meet ARB's Tier 4 emission standards shall be replaced or retrofitted.*

- *If within the project site, emissions from diesel trucks shall be reduced through the following measures:*

  - *Installing electrical hook-ups for diesel trucks at loading docks.*

  - *Requiring trucks to use Transportation Refrigeration Units (TRU) that meet Tier 4 emission standards.*

  - *Requiring truck-intensive projects to use advanced exhaust technology (e.g. hybrid) or alternative fuels.*

- *Prohibiting trucks from idling for more than two minutes as feasible.*
- *Establishing truck routes to avoid residential neighborhoods or other land uses serving sensitive populations. A truck route program, along with truck calming, parking and delivery restrictions, shall be implemented to direct traffic activity at non permitted sources and large construction projects.*

Significance After Mitigation

The mitigation measures described above may result in cancer risk and PM2.5 concentration reductions of 40 to 90 percent, depending on their applicability in a proposed project.

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project located within a set distance to a freeway or roadway, diesel generator, distribution center, rail line or railyard as defined above adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M) (so long as the proposed project is not located in an area above the 100/million cancer risk or $PM_{2.5}$ concentration of 0.8 µg/m3, as outlined in Impact 2.2-5(a)). Additional site specific analysis would be needed when a project is proposed in these areas to determine the actual level of impact and if feasible mitigation measures exist for the project to implement to mitigate below the thresholds. The impact for these projects would therefore remain significant and unavoidable (SU).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases. Further, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less-than-significant levels (as described above). For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU).

Implementation of Mitigation Measure 2.2(d) would reduce the severity of the impacts identified for projects that would locate sensitive receptors in TPP areas where the increased cancer risk is greater than 100 in a million or $PM_{2.5}$ concentrations are greater than 0.8 µg/m3. However, the mitigation measure may not be sufficient to reduce all impacts to less than significant in all areas above the thresholds. Additional site specific analysis would be needed when a project is proposed in these areas to determine the actual level of impact and if feasible mitigation measures exist for the project to implement to get them below the thresholds.

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would normally be less than significant with mitigation (LS-M). However, there may be instances in which site-specific or project-specific conditions preclude the reduction of

all project impacts to less than significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU). MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases. Further, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less-than-significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU)."

3.3.6 Project Specific Impact Discussion

As of August 5, 2013, the BAAQMD requires the use of the California Emissions Estimator Model (CalEEMod) for CEQA-related air quality and GHG analyses. In order to assess potential air quality and GHG emissions generated form the proposed project, CalEEMod was run using estimations of proposed project construction activities and predicted future operational emissions (Appendix B). The model was run using the following assumptions / project details:

- Construction activities would last approximately 16 to 18 months, beginning in March 2016 and running through September 2017.
- Grading would occur from March 2016 through June 2016.
- The housing development, once constructed, would generate approximately 830 daily trips.
- The results of the CalEEMod simulation are enumerated in Table 3.3-4 and Table 3.3-5 and form the basis for the results analysis.

In June 2010, the BAAQMD adopted significance thresholds for construction-related and operational ROG, NO_X, particulate matter, operational CO, and CO_2e (Table 3.3-4). The thresholds were challenged in a lawsuit, and on March 5, 2012, the Alameda County Superior Court issued a judgment finding that the Air District had failed to comply with CEQA when it adopted the thresholds. Although the District does not recommend that the thresholds be used as an applicable measure of a project's significance impact, the thresholds were used in this analysis as they are useful for comparative purposes.

Greenhouse gas emissions associated with the proposed project construction and current and future operations were estimated using CO_2e emissions as a proxy for all GHG emissions. In order to obtain the CO_2e, an individual GHG is multiplied by its GWP. The GWP designates the potency of the GHG compared to CO_2 on a pound-for-pound basis.

For this analysis, predicted proposed project GHG emissions were compared to AB 32 scoping plan action measures and the 2010 BAAQMD GHG significance threshold for land use development projects of 1,100 metric tons CO_2e per year (for operational GHG emissions). Although these thresholds are not currently recognized by the BAAQMD, they are useful to quantify potential proposed project impacts from GHG emissions.

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant With Mitigation. The BAAQMD's 2010 Clean Air Plan is the regional air quality management plan for the Air Basin. The 2010 Clean Air Plan accounts for projections of population growth provided by ABAG and vehicle miles traveled provided by the MTC, and it identifies strategies to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD's Guidance provides two measures for determining if a plan-level project is consistent with the current air quality plan (AQP); these two measures are consistency with (1) current AQP control measures (Criteria 1 through 3, below) and (2) the projected vehicle miles traveled (VMT) in relation to the projected population increase (Criterion 4, below). The BAAQMD does not provide a threshold of significance for project- level consistency analysis. Therefore, the following criteria will be used for determining the proposed project's consistency with the AQP.

Criterion 1: Does the project support the primary goals of the AQP?

Criterion 2: Does the project include applicable control measures from the AQP?

Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 4: Does the plan's projected vehicle miles traveled exceed the plan's projected population increase?

Criterion 1

The primary goals of the 2010 Clean Air Plan, the current AQP to date, are to:

- Attain air quality standards.
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area.
- Reduce GHG emissions and protect the climate.

The proposed project supports the primary goals of the AQP by providing a mixed-use, pedestrian-oriented development within an existing urbanized community, adjacent to alternative transit infrastructure, jobs, housing, and community services.

As addressed in impact AIR-2, the proposed project may generate a localized PM; however, the proposed project would not result in emissions in excess of applicable thresholds of significance during construction or operation, the proposed project would not create a localized violation of state or federal air quality standards.

As discussed in impact c, the proposed project emissions would be less than the 2010 recommended BAAQMD thresholds for all criteria pollutants during construction and operations. In addition, the proposed project would be required to comply with all applicable BAAQMD rules and regulations. Therefore, the proposed project's individual emissions would not be expected to result in a cumulatively considerable.

As provided in impact d the proposed project would not expose sensitive receptors to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA.

As shown in impact e, the proposed project would not create objectionable odors affecting a substantial number of people.

Additionally, the proposed project's air quality modeling indicates that all emissions of criteria pollutants would be below the BAAQMD 2010 significance thresholds; thus, the proposed project would facilitate achievement of the primary goals of the AQP.

Criterion 2

The 2010 Clean Air Plan contains 55 control measures aimed at reducing air pollution in the Bay Area. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2010 Clean Air Plan contains a number of new control measures designed to protect the climate and promote mixed-use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources (BAAQMD 2010).

The project site is located approximately 0.5 miles from a BART station and is currently serviced by San Mateo County Transit District. In accordance with the Daly City General Plan, and as discussed more fully in the BART Station Area Specific Plan, the proposed project would incorporate strategies and improvements, which would commit to using transportation demand management strategies and actions decreasing the dependency on single-occupant automobiles and increase transit use, ridesharing, and walking.

Relative to the Energy and Climate measures contained in the 2010 Clean Air Plan, the proposed project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. The proposed project would be required to comply with Title 24 when obtaining building permits. The Building Efficiency Standards were adopted, in part, to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. As specified in the CALGreen Code, which became effective January 1, 2011, the California Energy Commission believes a green building should achieve at least a 10% reduction in energy usage when compared to the State's mandatory energy efficiency standards. Title 24 has been recently updated, including certain revisions to the energy usage components of the CALGreen Code. The Title 24 standards are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings or which an application for a building permit is submitted on or after January 1, 2014 must follow the new 2013 Standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2013 Standards are 25% more efficient than 2008 Standards for residential construction and 30% more efficient for non-residential construction. The proposed project would be required to comply with the then-current version of the CALGreen Code. Additionally, the proposed project is required to implement building methods that would be 15% more efficient than Title 24 building standards, and include the minimum requirements of the 2013 California Building Energy Efficiency Standards Code.

In summary, the proposed project would meet all of the Energy and Climate measures contained in the 2010 Clean Air Plan through project design features and implementation of Plan Bay Area Mitigation Measures 2.2(a) and 2.2 (d).

Criterion 3

The proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. Additionally, the project site would include perimeter paths which would residents and visitors to access San Mateo County transit stops adjacent to the site.

Criterion 4

The final criteria for consistency with the 2010 Clean Air Plan is to determine if the projected vehicle miles traveled for the proposed project would exceed the project's projected population increase.

Comparing the increase in VMT to the increase in projected population is not applicable to the proposed project, as there is no existing 'population' on the project site with which to compare, as detailed below. As shown in the following analysis, the percent increase in population is not calculable. Thus, the impact determination for this criterion uses consistency the growth projected by the Daly City General Plan instead of VMT and population growth for the project site itself.

As described above, the proposed project is consistent with the BAAQMD 2010 Clean Air Plan. Adherence to the aforementioned requirements and Plan Bay Area EIR Mitigation Measures 2.2(a) and 2.2(d) would ensure that impacts associated with the BAAQMD 2010 Clean Air Plan would be less than significant with mitigation.

b) Violate any air quality standard or contribute to an existing or projected air quality violation?

Less Than Significant With Mitigation. As discussed above, San Mateo County and the BAAQMD are in nonattainment for state and federal ozone and $PM_{2.5}$ and state PM_{10}. In order to attain state and national air quality standards, the 2010 Clean Air Plan was adopted September 2010. It is designed to provide integrated control strategies to reduce ozone, particulate matter, toxic air contaminates, and GHGs. Additionally, the Daly City General Plan and the Bay Area Plan have adopted goals, policies, and rules to improve air quality within Daly City and the Bay Area region.

In addition to the 2010 Clean Air Plan, the BAAQMD has established significance thresholds for construction-related and operational ROG and NO_X (ozone precursors), PM_{10} and $PM_{2.5}$ from vehicle exhaust emissions, PM_{10} from fugitive dust, and local CO (see Table 3.3-3). According to the BAAQMD CEQA Guidelines, if a project exceeds the identified significance thresholds, the project would be considered cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Except for NO_X, ROG, and localized CO emissions, land use development projects do not typically have the potential to result in concentrations of criteria air pollutants that exceed or contribute to an exceedance of the respective standards. Criteria air pollutants are predominantly generated in the form of mobile-source exhaust from

vehicle trips associated with the land use development project, which typically occur throughout a paved network of roads. Accordingly, associated exhaust emissions of criteria air pollutants are distributed over the roadway network and are not typically generated in any single location. Operational vehicle travel-related emissions of PM_{10} and $PM_{2.5}$ could have the potential to exceed their respective standards if a project would generate a high volume of vehicle trips on unpaved roadways.

In order to assess the proposed project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation, localized criteria pollutant emissions were analyzed since these are the pollutants with established ambient air quality standards. Potential localized impacts would include exceedances of State or Federal standards for PM, CO, and ozone. Particulate matter emissions, primarily PM_{10}, are of concern during construction because of potential fugitive dust emissions during earth-disturbing activities. CO emissions are of concern during project operation because CO hotspots can be created due to increases in on-road vehicle congestion. Ozone emissions are generated from increased hauling and the use of off-road vehicles during construction.

The BAAQMD has not established thresholds specifically for fugitive dust emissions but has adopted a threshold for PM_{10} emissions from vehicle exhaust of 82 lbs/day. In regards to CO, the BAAQMD has developed a 9.0 ppm (8 hour average), 20.0 ppm (1 hour average) threshold. The BAAQMD has not established thresholds specifically for ozone emissions but does provide recommended thresholds for ROG and NO_X of 54 lbs/day for each pollutant. Any project that causes an exceedance of the threshold or of any state or federal ambient air quality standard, or contributes significantly to an existing exceedance, would be considered a significant impact.

Air quality modeling was performed using project-specific details in order to determine whether the proposed project would result in criteria air pollutant emissions in excess of the applicable thresholds of significance. Presented in Table 3.3-3the proposed project's construction-related NO_X emissions and operational ROG and NO_X emissions have been estimated using the CalEEMod version 2013.2.2 software (a statewide model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify air quality emissions, including GHG emissions, from land use projects). As of August 5, 2013, the BAAQMD requires the use of the CalEEMod for CEQA-related air quality and GHG analyses. The model applies inherent default values for various land uses, including trip generation rates based on the Institute of Transportation Engineers (ITE) Manual, vehicle mix, trip length, average speed, etc. However, where project-specific data was available, such data was input into the model (e.g., vehicle trip rates, construction timing, and project efficiencies). The results of both construction and operational emissions estimations were compared to the standards of significance required by the BAAQMD in order to determine the associated level of impact. The following discussions provide project-specific emissions evaluations for construction and operation in a summary format; however, all CalEEMod modeling outputs are also included in Appendix B.

Construction Emissions

During construction of the proposed project, various types of equipment and vehicles would temporarily operate on the project site. Construction exhaust emissions would be generated from construction equipment, earth movement activities, construction workers' commutes, and construction material hauling for the entire construction period. The aforementioned activities would involve the use of diesel- and gasoline-

powered equipment that would generate emissions of criteria pollutants. Project construction activities also represent sources of fugitive dust, which includes PM_{10} emissions. Mitigation Measure AIR-1, prepare and implement a Dust and Equipment Exhaust Control Plan, would be implemented during project construction to ensure that emissions generated during construction activities would not exceed local rules and regulations.

Construction activities are estimated to begin in March 2016 and are anticipated to occur over approximately 16 to 18 months. Grading activities would occur from March 2016 through June 2016.

The proposed project's maximum estimated unmitigated emissions, according to CalEEMod, are presented in Table 3.3-4. As shown in the table, the proposed project's maximum unmitigated construction-related emissions would be below the BAAQMD 2010 significance thresholds for all criteria pollutants.

Table 3.3-4: Project Construction Emissions Estimates

	Overall Construction lbs./day (maximum daily emissions – criteria pollutants)							
	ROG		**NO_x**		**PM_{10} (Exhaust)**		**$PM_{2.5}$ (Exhaust)**	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Total Unmitigated Construction Emissions	26.3	26.3	49.6	49.8	5.4	5.4	3.8	3.8
BAAQMD 2010 Significance Thresholds (lbs./day)	54	54	54	54	82	82	54	54
Project Emissions Exceed Thresholds	No	No	No	No	No	No	No	No
Source: Stantec, 2015								

Operational Emissions

Operational emissions of criteria pollutants would be generated by the proposed project from both mobile and stationary sources. Day-to-day activities such as future residents' vehicle trips to and from the project site would make up the majority of the mobile emissions. Emissions would also occur from area sources such as natural gas combustion from heating mechanisms, landscape maintenance equipment exhaust, and consumer products (e.g., deodorants, cleaning products, and spray paint).

The modeling performed for the proposed project included compliance with BAAQMD rules and regulations. The project-specific vehicle trip rates based on the Final Transportation Impact Study prepared for the proposed project by KD Anderson & Associates, Inc. were applied to CalEEMod as well. The study concluded that the senior housing would generate approximately 709 vehicle trips per day and the office building would generate approximately 121 trips per day. The proposed project's estimated operational emissions are presented in Table 3.3-5. As shown in the table, the proposed project's operational emissions would not exceed the BAAQMD 2010 recommended thresholds of significance.

Table 3.3-5: Project Operational Emissions Estimates

	Overall Operational Emissions				
	ROG	**NO_x**	**PM_{10} (Exhaust)**	**$PM_{2.5}$ (Exhaust)**	**CO_2e (MT/yr)**
Average Daily Operational-Related Emissions (lbs/day)	4.1	5.6	2.4	0.8	n/a
BAAQMD 2010 Significance Thresholds (lbs/day)	54	54	82	54	n/a
Project Operational Emissions Exceed Thresholds (lbs/day)	No	No	No	No	n/a
Maximum Annual Emissions (tpy)	0.6	0.9	0.4	0.1	1,071.7 MT/yr
BAAQMD 2010 Operational-Related Significance Thresholds (tpy)	10	10	15	10	1,100 (MT/yr)
Project Operational Emissions Exceed Thresholds (tpy)	No	No	No	No	No
Source: Stantec, 2015					

The proposed project would not generate enough vehicle trips to have a substantial impact on the existing traffic conditions or exceed any air quality standard. The proposed project would not include unpaved roadways during the operational phase and thus operational activities would generate negligible PM fugitive dust emissions. Therefore, in accordance with BAAQMD guidance, the proposed project's operational emissions would not be expected to have a substantial impact.

Overall, the proposed project would not violate any air quality standards or contribute to an existing air quality violation (i.e., the region's non-attainment status of ozone or PM) during construction or operations with the implementation of Mitigation Measure AIR-1.

Because the proposed project would not result in emissions in excess of applicable thresholds of significance during construction or operation, the proposed project would not violate any air quality standards, contribute to an existing air quality violation, or be considered to conflict with or obstruct implementation of an applicable air quality plan. Therefore, impacts would be considered less than significant with mitigation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less Than Significant Impact. A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Air pollution is

largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and, thus, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of standards is a function of successful implementation of BAAQMD attainment plans. Consequently, the BAAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the Bay Area existing cumulative impacts related to air quality conditions. According to the BAAQMD CEQA Guidelines, if a project's emissions would be less than BAAQMD thresholds, the project would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact. However, exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

As discussed above, the proposed project emissions would be less than the 2010 recommended BAAQMD thresholds. In addition, the proposed project would be required to comply with all applicable BAAQMD rules and regulations. Therefore, the proposed project's individual emissions would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact, and impacts would be considered less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The proposed project involves the creation of new residential housing units for a sensitive population. Please refer to the 2.0, Project Description, for greater detail. The proposed project would introduce new sensitive receptors to the area. In addition, the existing nearby school/church to the northeast, church to the south, and residences to the south and east of the project would also be considered sensitive receptors. The major pollutant concentrations of concern are localized CO emissions and TAC emissions, both which are addressed in further detail below.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the proposed project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels, traffic volumes, congestion levels are high. The BAAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. According to the BAAQMD CEQA Guidelines, the proposed project would result in a less than significant impact to localized CO concentrations if the following screening 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, a regional transportation plan, and local congestion management agency plans.
- The project traffic 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 intersections 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).

According to the Final Transportation Impact Study prepared for the proposed project by KD Anderson & Associates, Inc., the proposed project would not generate traffic that would result in deterioration of an intersection from acceptable Level of Service (LOS) (LOS A through D) to LOS E or F under existing plus project conditions. However, the proposed project would contribute additional traffic to the John Daly Boulevard / Hillside Boulevard / Mission Street intersection and the Hillside Boulevard / Brunswick Street intersection that currently operate, and would continue to operate, under existing plus project conditions, at LOS F during peak hours. As provided in the Existing Plus Project scenario in the Traffic Impact Study, the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Areas where vertical and/or horizontal mixing is substantially limited include areas such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways. The proposed project would include an underground parking garage on the local roadway. However, the proposed project would not be affecting roadways in areas where vertical and/or horizontal mixing is substantially limited; the proposed project would not increase traffic volumes to more than 24,000 vehicles per hour in an area where vertical and/or horizontal mixing is substantially limited. Therefore, in accordance with BAAQMD's second tier screening criteria, the proposed project would not be expected to result in the generation of localized CO emissions in excess of the applicable threshold of significance.

TAC Emissions

The CARB Handbook provides recommendations for siting new sensitive land uses near sources typically associated with significant levels of TAC emissions, including, but not limited to, freeways and high traffic roads, distribution centers, and rail yards. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. Health risks from TACs are a function of both the concentration of emissions and the duration of exposure.

Construction activities have the potential to generate DPM emissions related to the number and types of equipment typically associated with construction. Off-road, heavy-duty diesel equipment used for site grading, paving, and other construction activities result in the generation of DPM. However, construction is temporary and occurs over a relatively short duration in comparison to the operational lifetime of the proposed project. In addition, only portions of the site would be disturbed at a time, with operation of construction equipment regulated by federal, State, and local regulations, including BAAQMD rules and regulations, and occurring intermittently throughout the course of a day. Thus, the likelihood that any one sensitive receptor would be exposed to high concentrations of DPM for any extended period of time would be low.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The proposed project includes approximately 9,170 sf of commercial use. However, given size, location, and zoning code, it is not anticipated that the proposed commercial land use would be

occupied with a larger store requiring deliveries from heavy truck traffic or necessitating idling as part of product deliveries.

Therefore, overall, the proposed project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

The Plan Bay Area EIR, Chapter 2.2, Air Quality, used a GIS spatial analysis to determine cancer risk from stationary and mobile source $PM_{2.5}$ and TAC concentrations for locations within 1,000 feet of TPP Areas. Stationary and mobile source cancer risk and $PM_{2.5}$ concentration data was used to identify areas in and within 1,000 feet of the TPP areas where an increased cancer risk is greater than 100 in a million and/or $PM_{2.5}$ concentrations exceed 0.8 µg/m^3. According to the Plan Bay Area EIR, TPP areas with an increased cancer risk and/or $PM_{2.5}$ concentration over the thresholds do present a potential public health impact and are considered to have potentially significant impacts for locating new sensitive receptors. As identified by the GIS spatial analysis, the proposed project is located within a TPP area but was not identified as exceeding the increased cancer risk or $PM_{2.5}$ thresholds. In general, the GIS analysis found that areas above the threshold tend to occur along high traffic freeways, high use real lines, locations with numerous stationary sources, and locations where a single stationary source emits high pollutant concentrations. The proposed project is not near freeways, rail lines, or stationary source polluters and therefore would not pose a potential public health impact.

As discussed above in Section 3.3.1, Environmental Setting, the project site is not located in an area identified as likely to contain NOA. Thus, sensitive receptors would not be exposed to NOA as a result of the proposed project.

As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions, including DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur and the impact is less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is not located near any such land uses, and the proposed project would not introduce any such land uses.

Residential, retail, or office land uses are not typically associated with the creation of substantial objectionable odors. Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary and associated diesel emissions would be regulated per federal, state, and local regulation, including compliance with all applicable BAAQMD rules and regulations, which would help to control construction-related odorous emissions. Therefore, construction of the proposed

project would not be expected to create objectionable odors affecting a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors, and a less than significant impact related to objectionable odors would result.

f) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

AND

g) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Because the proposed project is a TPP, impacts from light vehicle traffic on global warming are exempt from being addressed in the SCEA per Public Resources Code Section 21159.28(a). However, the remaining sources of GHG emissions must still be addressed. The City of Daly City has developed a CAP that includes goals to protect the natural environment while continuing to foster economic growth, social diversity, and a livable community. Projects that demonstrate consistency with the CAP would be expected to result in a less than significant impact related to GHG emissions and global climate change. Additionally, the Daly City General Plan has adopted goals and policies to reduce GHG emissions City-wide.

As determined by the proposed project's CAP consistency review, the proposed project is consistent with the city's CAP and General Plan. The proposed project is required to implement building methods to that would be 15% more efficient than Title 24 building standards, including the minimum requirements of the 2013 California Building Energy Efficiency Standards Code. Additionally, the project design would include two electric vehicle charging stations, which would be located on Level 2, for assignment to residents who may own clean air vehicles. Therefore, impacts would be considered less than significant.

3.3.7 Project Specific Mitigation Measures

Mitigation Measure AIR-1

Dust and Equipment Exhaust Control Plan

The selected contractor shall prepare and implement a Dust and Equipment Exhaust Control Plan for all construction activities. The Dust and Equipment Exhaust Control Plan shall include, but is not limited to, the following:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4. All vehicle speeds on unpaved roads shall be limited to 15 mph.

5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

8. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

9. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.

10. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.

Mitigation Measure AIR-1 Implementation

- **Timing**: Dust and Equipment Exhaust Control Plan shall be prepared prior to construction and shall be implemented throughout construction.
- **Monitoring and Reporting Program**: City planning staff would perform random inspections of the project site conditions and document inspections.
- **Standards for Success**: Provide a Plan to ensure that emissions generated during construction activities would not exceed local rules and regulations.

3.3.8 Findings

All additional significant environmental impacts of the proposed project relating to air quality and GHG would be mitigated to a less than significant level with the implementation of Plan Bay Area EIR Mitigation Measures 2.2(a) and 2.2(d).

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3.4 BIOLOGICAL RESOURCES

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any 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?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	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?	☐	☐	☐	☒
d)	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 nursery sites?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f)	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

3.4.1 Environmental Setting

The project site is located on a relatively steep rock hillside surrounded by complete urbanization. The City of Daly City, like its neighboring communities, has been heavily developed and is now over 90% urbanized. The project site exhibits fragmented habitat situated adjacent to disturbed areas and urbanization. This area is not within the Coastal Zone (as defined in the Daly City General Plan EIR [2012]; found only west of Skyline Boulevard). Within the fragmented habitat of the project site, the dominant ecological features include invasive vegetation species in conjunction with barren lands, exposed bedrock, and moderate slopes. The vegetation species present include: pampass grass (*Cortaderia jubata*), iceplant (*Carpobrotus edulis*), Bishop pine (*Pinus muricata),* sweet fennel (*Foeniculum vulgare*), coyote brush (*Baccharis Pilaris*), and other non-native annual grasses. Anthropogenic factors, such as the paved portion of the site and previous disturbance, have led to the establishment of many non-native or invasive plant species. Although the area is considered fragmented habitat, it does have limited over- and understory vegetation cover that could potentially provide habitat to birds and mammal species alike, specifically those acclimated to urban landscapes. Water features do not exist on or adjacent to the project site.

A reconnaissance-level biological site assessment was conducted by Stantec on March 12, 2015 (Appendix C). Prior to visiting the project site, a Stantec Biologist conducted a desktop analysis of the following Biological Resources Databases for the project area:

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB), 0.5 mile buffer.
- California Native Plant Society (CNPS), San Francisco South USGS 7.5 minute(') Quadrangle (Quad).
- U.S. Fish and Wildlife Service (USFWS) listed species, San Francisco South USGS 7.5' Quad.
- USFWS-designated critical habitat, 0.5 mile buffer.

The above biological resources databases were searched to determine the potential occurrence of any federal- or state-listed candidate, threatened, or endangered species; California-designated special status species; and sensitive habitats within the project site. According to the USFWS database search for designated critical habitat for federally listed threatened and endangered species, no designated habitat was found to occur within 0.5 miles of the project site.

A Stantec biologist performed a reconnaissance-level biological site assessment of the project site on March 12, 2015. The assessment was conducted within the project area on foot by walking in meandering transects to identify waters of the United States and other wetland features, the presence of rare plants, and the presence of special status wildlife species and/or sensitive habitats. A list of the plant and wildlife species observed during the field site assessment can be found in the *Biological Site Assessment Summary Memo* (Appendix C).

No federal- or state-listed species, special status species, sensitive habitats, or nesting raptors or migratory birds were observed during the site visit conducted on March 12, 2015. However, based on the results of the background desktop research and the field

site assessment, the project site possesses limited suitable habitat, specifically in the northern region of the project site where a slight increase in elevation creates a noticeable hill feature; therefore, there is low potential to support the following special status species (Appendix C).

Plants

- *Bent-Flowered Fiddleneck (Amsinckia lunaris) – CNPS 1B.2*
- Choris' Popcorn-Flower (*Plagiobothrys chorisianus var. chorisianus*) – CNPS 1B.2
- *Congested-Headed Hayfield tarplant (Hemizonia congesta spp. congesta)* – CNPS 1B.2
- Diablo Helianthella (*Helianthella castanea*) – CNPS 1B.2
- Franciscan Thistle(*Cirsium andrewsii*) – CNPS 1B.2
- Montara Manzanita(*Arctostaphylos montaraensis*) – CNPS 1B.2
- San Bruno Mountain Manzanita (*Arctostaphylos imbricata*) – SE, CNPS 1B.1
- San Francisco Campion (*Silene verecunda ssp verecunda*) – CNPS 1B.2
- San Francisco Gumplant (*Grindelia hirsutula var. maritime*) – CNPS 3.2
- San Francisco Owl's-Clover (*Triphysaria floribunda*) – CNPS 1B.2
- Short-Leaved Evax (*Hesperevax sparsiflora var. brevifolia*) – CNPS 1B.2
- Two-Fork Clover (*Trifolium amoenum*) – FE, CNPS 1B.1
- White-Rayed Pentachaeta (*Pentachaeta bellidiflora*) – FE, SE, CNPS 1B.1

Wildlife

- Callippe Silverspot Butterfly (*Speyeria callippe callippe*) – FE
- Mission Blue Butterfly (*Plebejus icarioides missionensis* here) – FE
- San Bruno Elfin Butterfly (*Callophrys mossii bayensis*) – FE
- San Francisco Bay Area Leaf-Cutter Bee (*Trachusa gummifera*) – G1, S1
- Stage's Dufourine Bee (*Dufourea stagei*) – G1, G2

See the *Biological Site Assessment Summary Memo* for the Brunswick Street Apartment Project in Daly City, California, for more details (Stantec 2015, Appendix C).

3.4.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.3 of the Daly City General Plan EIR evaluates the potential impacts of the Daly City General Plan on biological resources within the City of Daly City. Future development under the Daly City General Plan would primarily occur on infill sites or land contiguous to existing development. Proposed development in the vicinity of open space along the coast or San Bruno Mountain, or other potential habitats, could pose a risk of potential impacts. However, existing National, State, and local laws as well as policies contained in the Daly City General Plan would reduce these potential impacts to a less than significant level.

Policies

Policy LU-23: Through the development review process, work to protect and preserve special status plant and animal species.

Policy RME-16: The City shall 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 (see also Task LU-5.6).

Policy RME-17: Preserve environmentally sensitive habitats by imposing strict regulations on development in areas that have been identified as environmentally sensitive habitats.

Policy RME-18: Preserve trees that do not pose a threat to the public safety.

3.4.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.4.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.9 of the Plan Bay Area EIR evaluated potential impacts to biological resources which may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. *Special-Status Plant and Wildlife Species, Designated Critical Habitat, Non-Listed Special-Status Nesting Bird Species*

The Plan Bay Area EIR analyzed the potential impact related to species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by the CDFW or USFWS (Impact 2.9-1a), and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9(a), the impact would normally be less than significant with mitigation. However, for purposes of a conservative analysis, this impact remains significant and unavoidable.

The Plan Bay Area EIR analyzed the potential impact related to designated critical habitat for federally listed plan and wildlife species (Impact 2.9-1b), and determined with implementation of Plan Bay Area EIR Mitigation Measures 2.9(a) and 2.9(b), the impact would normally be less than significant with mitigation. However, for purposes of a conservative analysis, this impact remains significant and unavoidable.

The Plan Bay Area EIR analyzed the potential impact related to non-listed nesting raptor species considered special-status by CDFW under CDFW Code 3503.5 and non-listed nesting bird species considered special-status by the USFWS under the federal Migratory Bird Treaty Act, and by CDFW under CDFW Code 3503 and 3513 (Impact 2.9-1c), and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9(c), the impact would be less than significant with mitigation. However, MTC/ABAG cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable.

b and c. Riparian Habitat, Federally Protected Wetlands, or Other Sensitive Natural Communities

The Plan Bay Area EIR analyzed the potential impact related to riparian habitat, federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.), or other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS, through direct removal, filling, hydrological interruption, or other means (Impact 2.9-2), and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9(d), the impact would be less than significant with mitigation. However, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less than significant levels. For purposes of a conservative analysis, this impact remains significant and unavoidable.

d. Movement of Native Resident or Migratory Fish or Wildlife Species, Wildlife Corridors, and Nursery Sites

The Plan Bay Area EIR analyzed the potential impact related to substantially interfering with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridor, or impede the use of native wildlife nursery sites (Impact 2.9-3), and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9(e), the impact would normally be less than significant with mitigation. However, for purposes of a conservative analysis, this impact remains significant and unavoidable.

e and f. Local Conservation Policies, Ordinances, and Plans

The Plan Bay Area EIR analyzed the potential of conflicting with adopted local conservation policies, such as tree protection ordinances, or resource protection and conservation plans, such as a HCP, Natural Community Conservation Plan (NCCP), or other local, regional, or State HCP (Impact 2.9-4), and determined with implementation of Plan Bay Area EIR Mitigation Measured 2.9(f), 2.9(g), and 2.9(h), the impact would be less than significant with mitigation.

3.4.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

Compliance with the applicable policies, regulations, and implementation of Plan Bay Area EIR Mitigation Measures 2.9(a) and 2.9(c), would reduce the proposed project's impacts to biological resources to a less than significant level with mitigation.

"**2.9(a)** *Implementing agencies shall require project sponsors to prepare biological resources assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resources assessment establishes that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, mitigation shall be developed consistent with the requirements of CEQA, USFWS, and CDFW regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect species or habitat. Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *In support of CEQA, NEPA, CDFW and USFWS permitting processes for individual Plan Bay Area projects, biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be undertaken at times when the subject species is most likely to be identified. In cases where impacts to State- or federal-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by- species basis to determine the local distribution of these species. Consultation with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects adversely affect federal or State candidate, threatened, or endangered species to determine the need for further consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required prior to project implementation.*

- *Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and construction footprints near sensitive areas to the extent practicable.*

- *Where habitat avoidance is infeasible, compensatory mitigation shall be implemented through preservation, restoration, or creation of special-status wildlife habitat. Loss of habitat shall be mitigated at an agency approved mitigation bank or through individual mitigation sites as approved by USFWS and/or CDFW. Compensatory mitigation ratios shall be negotiated with the permitting agencies. Mitigation sites shall be monitored for a minimum of five consecutive years after mitigation implementation or until the mitigation is considered to be successful. All mitigation areas shall be preserved in perpetuity through either fee ownership or a conservation easement held by a qualified conservation organization or agency, establishment of a preserve management plan, and guaranteed long-term funding for site preservation through the establishment of a management endowment.*

- *Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present (e.g., May 15 to October 15 near salmonid habitat and vernal pools) to the extent feasible.*

- *A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction.*

- *For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin.*

- *Biological monitoring shall be particularly targeted for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.*

- *Efforts shall be made to minimize the negative effects of light and noise on listed and sensitive wildlife.*

- *Compliance with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would normally be less than significant with mitigation (LS-M). However, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less than significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU)."

***"2.9(c)** Implementing agencies shall require project sponsors to conduct a pre-construction breeding bird surveys for specific projects proposed in areas containing, or likely to contain, habitat for nesting birds. The survey shall be conducted by appropriately trained professionals pursuant to adopted protocols agency guidelines. Where a breeding bird survey establishes that mitigation is required to avoid direct and indirect adverse effects on nesting raptors and other protected birds, mitigation will be developed consistent with the requirements of CEQA, USFWS, and CDFW regulations and guidelines, in addition to requirements of any applicable and adopted HCP/NCCP or other applicable plans developed to protect species or habitat. Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Perform preconstruction surveys not more than two weeks prior to initiating vegetation removal and/or construction activities during the breeding season (i.e., February 1 through August 31).*

- *Establish a no-disturbance buffer zone around active nests during the breeding season until the young have fledged and are self-sufficient, when no further mitigation would be required.*

- *Typically, the size of individual buffers ranges from a minimum of 250 feet for raptors to a minimum of 50 feet for other birds but can be adjusted based on an evaluation of the site by a qualified biologist in cooperation with the USFWS and/or CDFW.*

- *Provide buffers around nests that are established by birds after construction starts. These birds are assumed to be habituated to and tolerant of construction disturbance. However, direct take of nests, eggs, and nestlings is still prohibited and a buffer must be established to avoid nest destruction. If construction ceases for a period of more than two weeks, or vegetation removal is required after a period of more than two weeks has elapsed from the preconstruction surveys, then new nesting bird surveys must be conducted.*

- *Comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of nesting birds.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M)."

3.4.6 Project Specific Impact Discussion

a) 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 Game or U.S. Fish and Wildlife Service?

Less Than Significant With Mitigation. According to the reconnaissance-level biological site assessment performed by Stantec on March 12, 2015, in accordance with Plan Bay Area EIR Mitigation Measure 2.9(a) and (f), limited suitable habitat exists in the project site for some special status plant and wildlife species, specifically in the northern region of the project site where a slight increase in elevation creates a noticeable hill feature (Stantec 2015). The project site is located in an urbanized area surrounded by streets, a Catholic school, commercial businesses, and residential uses. Twenty percent of the project site is paved with invasive plant species growing in through the deteriorating pavement. In the west-central portion of the project site, there are cut slopes that ascend steeply to a plateau approximately 45 feet above the paved area in the south. Existing vegetation on or adjacent to the project site consists of ruderal vegetation. Due to current uses of the site and the limited suitable habitat present, there is a low potential for the proposed project to have an adverse effect on any species identified as candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by CDFW and USFWS.

No special status species were observed during the reconnaissance-level biological field assessment. Limited suitable habitat was found to be present in the project site for special status species, specifically in the northern region of the project site where a slight increase in elevation creates a noticeable hill feature. However, no ground-disturbing activity would be occurring in this particular region of the project site, which would lead to an even lower potential of adverse effects on special status species that may occur. The field site assessment performed on March 12, 2015 was conducted outside of the blooming period for several special status plant species that have the potential to occur within the region, which may contribute to the lack of observations. However, the amount of precipitation recorded between 2013 and 2014 was well below year to year averages, which could have uncharacteristic effects on the species composition within a given site (i.e., the potential of below average precipitation levels limiting the blooming certain species). If drought conditions persist prior to the start of proposed project activities, it is likely that the dry conditions would continue to contribute to the lack of observations of any potential sensitive species. Therefore, based on the observed limited suitable habitat present on the project site and the unlikelihood of sensitive plant species observed, impacts to special status plant species are low.

However, out of an abundance of caution with the implementation of Plan Bay Area Mitigation Measure 2.9(a) and proposed project Mitigation Measure BIO-1, any potential to impact special status habitats would be reduced to a less than significant level.

Although no nesting raptors or other migratory birds were observed during the reconnaissance-level biological site assessment performed on March 12, 2015, potential suitable nesting habitat exists within the project site. Therefore, with the implementation of Plan Bay Area Mitigation Measure 2.9(c) and proposed project Mitigation Measure BIO-2, impacts to special status bird species would be reduced to a less than significant level with mitigation.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

AND

c) 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?

No Impact. As discussed in item a) above, the project site is located in an urbanized area surrounded by streets, a Catholic school, commercial businesses, and residential uses. Twenty percent of the project site is paved with invasive plant species growing in through the deteriorating pavement. In the west-central portion of the project site, there are cut slopes that ascend steeply towards a plateau approximately 45 feet above the paved area in the south. Existing vegetation on or adjacent to the project site consists of ruderal vegetation.

The project site does not contain any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulation or by CDFW or USFWS. Nor does the project site contain any federally protected wetlands and would therefore have no impact. Therefore, the proposed project would have no impact to riparian habitat or other sensitive natural communities, including wetlands.

d) 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 wildlife nursery sites?

Less Than Significant Impact. As discussed above in item a), the project site is surrounded by urban uses and existing development and would therefore not provide suitable conditions for a wildlife corridor and would not likely be used by migratory wildlife species. In addition, the proposed project would not be considered suitable habitat for a wildlife nursery. Implementation of the proposed project is not expected to interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, nor impede the use of wildlife nursery sites. Therefore, the proposed project would have a less than significant impact.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Based on the reconnaissance-level biological site assessment completed on March 12, 2015, the proposed project would have a limited effect on natural communities. As discussed in item a) above, the project site consists of predominantly ruderal vegetation and is mostly disturbed. The proposed project would not conflict with any relevant goals and policies in the Daly City General Plan related to protection of biological and wetland resources. Daly City's Urban Forestry Ordinance (Chapter 12.40) establishes regulations and guidelines for the planting, removal, maintenance, and preservation of trees within the City of Daly City. Chapter 12.40 requires a permit application for the maintenance or removal of trees that are considered to be within a public area, right-of-way (ROW), or considered a street tree. Since the project site is entirely private property, the proposed project would have no impact related to the preservation of trees within the City of Daly City. Therefore, the proposed project would have no impact related to conflicting with the City of Daly City's Urban Forestry Ordinance.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The project site is not located within an area that is subject to an adopted HCP, NCCP, or other approved local, regional, or State HCP. Therefore, the proposed project would have no impact related to conflicting with the provisions of an adopted HCP, NCCP, or other approved local, regional, or State HCP.

3.4.7 Project Specific Mitigation Measures

Mitigation Measure BIO-1

Avoid or Minimize Impacts to Special Status Species, Including Plants and Nesting Raptors and Other Migratory Birds

To avoid and/or minimize impacts to endangered, threatened, rare, and/or special status plant species that have a potential to occur within the project site, a Pre-Construction Botanical Survey shall be conducted. The botanical survey shall be conducted within one week of initiating the proposed project. The survey shall be performed by a qualified botanist and follow CDFW and CNPS protocols for surveying special status plants.

- If special status plants are determined to have no presence in the project site, no further mitigation is required.
- If special status plants are determined present within the project site during the pre-construction field surveys, project activities shall be reduced and minimized to avoid impact by the following:
  - Mapping the population and placing flagging to identify the population location. Installing environmentally sensitive exclusion fencing and appropriate signage at an appropriate buffer distance, starting from the edge of the special status plant and/ or plant population. Signage should indicate the area is environmentally sensitive and shall not to be disturbed.

  - Adjust proposed project activities away from special status plants to the extent feasible. The project work area would be confined to the existing ROW and previously disturbed areas, therefore minimizing any potential impact to special status plant species if observed during pre-construction surveys.

  - Supervision, guidance, and verification of the implementation of these measures shall be achieved by applicant and an agency-approved biological monitor (i.e., a qualified biologist or botanist approved by CDFW and/or USFWS).

- If special status plants are determined present in the project site during pre-construction field surveys and direct or unavoidable impacts to special status plants shall result from project activities, then consultation with appropriate agencies (i.e., CDFW and/or USFWS) shall be required to develop acceptable mitigation (e.g., agency-recommended mitigation may include translocation of individual plants, rectification of impact by seed collecting and stockpiling for replanting/replacement, mitigation fees, and/or permitting).

Mitigation Measure BIO-1 Implementation

- **Timing**: Surveys shall be conducted within one week prior to construction activities for the proposed project.

- **Monitoring and Reporting Program**: Surveys shall be conducted by a qualified botanist, and monitoring (if special status plants are identified), shall be conducted by a qualified botanist or biologist. A brief survey report shall be documented.

- **Standards for Success**: No "take"/net loss of any endangered, threatened, rare, and/or special status plants shall occur.

Mitigation Measure BIO-2

Avoid Disturbance of Nesting Raptors and other Migratory Birds

One of the following measures should be implemented, depending on the specific construction timeframe, to avoid disturbing nesting raptors and other migratory birds.

- If construction activities are scheduled to occur during the nesting season (approximately February 15 through August 31) a qualified wildlife biologist shall be retained to conduct a pre-construction nesting survey within the project site and within an approximate 100 foot buffer.

  - Surveys shall be conducted within the project site and all potential nesting habitat within approximately 100 feet of this area.

  - The surveys should be conducted within one week before initiation of construction activities at any time between February 15 and August 31. If no active nests are detected, no additional mitigation is required.

  - If surveys indicate that migratory bird nests are found in any areas that would be directly affected by construction activities, a no-disturbance buffer shall be established around the site to avoid disturbance or destruction of the nest site until after the breeding season or after a wildlife biologist determines that the young have fledged (typically late June to mid-July). The extent of these buffers shall be determined by a qualified biologist and shall depend on the special

status species present, the level of noise or construction disturbance, line of sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers. These factors should be analyzed to make an appropriate decision on buffer distances.

- If construction activities begin outside the breeding season (approximately September 1 through February 14) then construction activities may proceed until it is determined that an active migratory bird nest would be subject to abandonment as a result of construction activities. Optimally, all necessary vegetation removal shall be conducted before the breeding season so that nesting birds are not present within the construction area during construction activities. If any bird nests are within the project area under pre-existing construction conditions, then it is assumed that they are habituated (or would habituate) to the construction activities. Under this scenario, the pre-construction survey, described previously, should still be conducted on or after February 15 in order to identify any active nests within the project area. Active sites should be monitored by a qualified biologist periodically until after the breeding season or after the young have fledged (typically late June to mid-July). If active nests are identified on or immediately adjacent to the project site, then all non-essential construction activities (e.g., equipment storage and meetings) should be avoided in the immediate vicinity of the nest site, but the remainder of construction activities may proceed.

Mitigation Measure BIO-2 Implementation

- **Timing**: One nesting survey shall be conducted by a qualified biologist within one week of initiating the proposed project, should construction activities begin between February 15 and August 31.

- **Monitoring and Reporting Program**: The survey shall be conducted by a qualified biologist and a brief technical memorandum shall be documented and kept on file.

- **Standards for Success**: No raptor and/or other migratory bird nests shall be disturbed as a result of proposed project construction activities.

3.4.8 Findings

All additional significant environmental impacts of the proposed project relating to biological resources would be mitigated to a less than significant level with the implementation of Plan Bay Area EIR Mitigation Measures 2.9(a) and 2.9(c), and proposed project Mitigation Measures BIO-1 and BIO-2 above.

3.5 CULTURAL RESOURCES

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 Environmental Setting

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 proposed project.

History of the City Daly City

The City of Daly City is located in the northwest portion 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, the City of 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 been inhabited between 3,500 and 2,500 B.C. Recent history shows that the area has been inhabited by the Ohlone Indian Tribe, the Spanish peoples, and Mexican peoples.

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 the City of Daly City.

Mexican Period

Between 1822 and 1848, under the Mexican rule of California, land was issued to individuals including cattle ranchers and hide and tallow traders. The City of 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 purchased approximately 250 acres in the City of 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 subdivision, 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, which was annexed in 1948 and 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.

Historical Resources

There are no sites in the City listed on the National Register of Historic Places and/or the California Register of Historic Resources; however, there are approximately 46 other properties identified as having potential historic value at the local level within the City of Daly City.

Archaeological Resources

According to the Daly City 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 (Daly City General Plan EIR 2012). As a result of the studies, several areas have uncovered archaeological resources attributed to Native American history, located generally in the northern part of San Mateo County and in close proximity to sources of water, wetlands, coastal terraces, and sheltered valleys (Daly City General Plan EIR 2012).

Furthermore, a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) on May 5, 2015 did not identify any previously recorded cultural resources within the project area.

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 the City of 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* (Daly City General Plan EIR 2012). Mussel Rock is located approximately 5 miles southwest of the project site.

3.5.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.4 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on prehistoric and historic resources. The Daly City General Plan EIR identified potentially significant impacts on cultural and historic resources. However, existing national, State, and local laws as well as policies contained in the proposed Daly City General Plan would reduce these potential impacts on archeological and historic resources to less than significant levels.

Policies

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.

3.5.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.5.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.11 of the Plan Bay Area EIR evaluated potential impacts to cultural resources that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Historical Resource

The Plan Bay Area EIR analyzed the potential impact related to a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 (Impact 2.11-1), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11(a), the impact would be less than significant with mitigation.

b. Archaeological Resources

The Plan Bay Area EIR analyzed the potential impact related to a substantial adverse change in the significance of a unique archaeological resource as defined in Section 15064.5 (Impact 2.11-2) and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11(b) the impact would be less than significant with mitigation.

c. Paleontological Resources

The Plan Bay Area EIR analyzed the potential impact related to a substantial adverse change in the significance of a paleontological resource or unique geologic feature (Impact 2.11-3), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11(c), the impact would be less than significant with mitigation.

d. Disturb Human Remains

The Plan Bay Area EIR analyzed the potential impact related to the disturbance of human remains, including those interred outside of formal cemeteries (Impact 2.11-4), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11(d), the impact would be less than significant with mitigation.

3.5.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

Compliance with the applicable policies, regulations, and implementation of Plan Bay Area EIR Mitigation Measures 2.11(b), 2.11(c), and 2.11(d), would reduce the proposed project's impacts to cultural resources to a less than significant level with mitigation.

***"2.11(b)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Pursuant to Government Code Sections 65351 and 65352, in-person consultation shall be conducted with Native American tribes and individuals with cultural affiliations where the project is proposed to determine the potential for, or existence of, cultural resources, including cemeteries and sacred places, prior to project design and implementation stages.*

- *Prior to construction activities, project sponsors shall retain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. When recommended by the Information Center, project sponsors shall retain a qualified archaeologist to conduct archaeological surveys prior to construction activities.*

- *Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.*

- *If record searches and field surveys indicate that the project is located in an area rich with archaeological resources, project sponsors should retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.*

- *Written assessments should be prepared by a qualified tribal representative of sites or corridors with no identified cultural resources but which still have a moderate to high potential for containing tribal cultural resources.*

- *Upon "late discovery" of prehistoric archaeological resources during construction, project sponsors shall consult with the Native American tribe as well as with the "Most-Likely- Descendant" as designated by the Native American Heritage Commission pursuant to PRC 5097.*

- *Preservation in place is the preferred manner of mitigating impacts on archeological sites because it maintains the relationship between artifacts and the archeological context, and it may also avoid conflict with religious or cultural values of groups associated with the site. This may be achieved through incorporation within parks, green-space, or other open space by re-designing project using open space or undeveloped lands. This may also be achieved by following procedures for capping the site underneath a paved area. When avoiding and preserving in place are infeasible based on project- and site-specific considerations, a data recovery plan may be prepared according to CEQA Section 15126.4. A data recovery plan consists of: the documentation and removal of the archeological deposit from a project site in a manner consistent with professional (and regulatory) standards; the subsequent inventorying, cataloguing, analysis, identification, dating, and interpretation of the artifacts; and the production of a report of findings.*

- *Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect archaeological resources.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M)."

***"2.11(c)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Prior to construction activities, project sponsors should retain a qualified paleontologist to conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified. As warranted, project sponsors should retain a qualified paleontologist to conduct paleontological surveys prior to construction activities.*

- *Preparation of a research design and testing plan should be developed in advance of implementation of the construction project, in order to efficiently facilitate the avoidance of cultural sites throughout the development process.*

- *If record searches and field surveys indicate that the project is located in an area rich with paleontological, and/or geological resources, project sponsors should retain a qualified paleontologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.*

- *Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M)."

***"2.11(d)** Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:*

- *Under Section 7050.5 of the California Health and Safety Code, as part of project oversight of individual projects, project sponsors can and should, in the event of discovery or recognition of any human remains during construction or excavation activities associated with the project, in any location other than a dedicated cemetery, cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required.*

- *Under California Public Resources Code 5097.98, if any discovered remains are of Native American origin:*

  - *The coroner shall contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner should make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. This may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains; or*

  - *If the Native American Heritage Commission is unable to identify a descendant, or the descendant failed to make a recommendation within 24 hours after being notified by the commission, the landowner or their authorized representative shall obtain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with*

appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance where the following conditions occur:

- *The Native American Heritage Commission is unable to identify a descendent;*
- *The descendant identified fails to make a recommendation; or*
- *The landowner or their authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.*

For the purposes of this mitigation, less than significant means consistent with federal, State, and local regulations and laws related to human remains.

Significance After Mitigation

To the extent that an individual project adopts all feasible mitigation measures described above, the impact would be less than significant (LS). Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measure(s) described above to address site-specific conditions. Further, because the measure is tied to existing regulations that are law and binding on responsible agencies and project sponsors, it is reasonable to determine that they would be implemented. Therefore, with the incorporation of Mitigation Measure 2.11(d), the impact is found to be less than significant with mitigation (LS-M)."

3.5.6 Project Specific Impact Discussion

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact. The archival records search performed as part of the cultural resources survey found no local, State, or federally recognized historic properties within or near the study area. Furthermore, initial field review of the project area did not identify any potential historic resources within or adjacent to the project area. Thus, the proposed project is not anticipated to have an impact on any known or potential historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant With Mitigation. Archival research indicated that there are no recorded cultural resources within the study area; however, the entire project area has not been subject to an intensive cultural resources survey. Please note the northwest portion of the project area was previously surveyed in 1990 (Shoup and Baker 1990). The previous survey, in a portion of the project area, found no archaeological sites or historic-period resources that extend into the current study area. As mentioned in 3.5.1 Environmental Setting, archaeological studies have revealed several artifacts of the Ohlone Tribe in other areas of the City of Daly City. 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. However, these

artifacts have been found primarily in areas near streams, creeks, wetlands, and coastline. Given that the project site is not located in the immediate vicinity of the coastline, streams, or wetlands, the proposed 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 associated with the proposed project and that accidental discovery could occur. Adherence to State regulations, Plan Bay Area EIR Mitigation Measure 2.119(b), and the proposed project Mitigation Measure CUL-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 policies of the Daly City General Plan would ensure that archaeological resources are protected.

Adherence to the aforementioned requirements, Daly City General Plan policies, Plan Bay Area EIR Mitigation Measure 2.11(b) and proposed project Mitigation Measure CUL-1 would ensure that the proposed project impacts associated with damage to buried archaeological resources would be less than significant with mitigation.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant With Mitigation. The proposed project would cause a significant impact if it directly or indirectly destroyed a unique paleontological resource or site or unique geologic feature. The proposed 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. Although paleontological resources have been discovered at Mussel Rock, the project site is located approximately 5 miles southwest 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.

Adherence to the aforementioned requirements, Daly City General Plan policies, Plan Bay Area EIR Mitigation Measure 2.11(c) would ensure that the proposed project impacts associated with paleontological resources would be less than significant with mitigation.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant With Mitigation. The proposed project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. The proposed project would include ground-disturbing activities during

construction of the proposed project, which could potentially disturb human remains. 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 determined 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 with construction of the project site.

Adherence to the aforementioned requirements, Daly City General Plan policies, Plan Bay Area EIR Mitigation Measure 2.11(d), and proposed project Mitigation Measure CUL-1 would ensure that the proposed project impacts associated with the disturbance to potential human remains would be less than significant with mitigation.

3.5.7 Project Specific Mitigation Measures

Mitigation Measure CUL-1

Inadvertent Discovery of Human Remains and/or Cultural Resources

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 would stop and the San Mateo County Coroner's office would 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 would stop and a qualified archaeologist would 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.

Mitigation Measure CUL-1 Implementation

- **Timing:** If human remains and/or cultural materials are encountered during any ground-disturbing activities (e.g., grading or construction) associated with the proposed project, work within 50 feet of the find would stop. Mitigation Measure CUL-1 is to be implemented only in the event of an inadvertent discovery.

- **Monitoring and Reporting Program:** If human remains are encountered, the City, in consultation with the MLD, would prepare a plan for treatment, study, re-internment, and potential reporting of the remains. Monitoring for additional human remains in the project area may be recommended. If significant cultural materials were identified in the project area, a plan for evaluation of the resource(s) would be submitted to the City for approval. If the evaluation determined the resource eligible for the California Register of Historic Resources, a mitigation plan would be submitted to the City for approval. The mitigation plan must be completed prior to earthmoving or construction activities recommencing in the area.

- **Standards for Success:** Successful treatment, study, evaluation, mitigation, and/or re-internment of human remains and/or the cultural resource(s).

3.5.8 Findings

All additional significant environmental impacts of the proposed project relating to cultural resources would be mitigated to a less than significant level with the implementation of the Plan Bay Area EIR Mitigation Measures 2.11(b), 2.11(c), and 2.11(d), and the proposed project Mitigation Measure CUL-1 above.

3.6 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐
e) 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?	☐	☐	☐	☒

3.6.1 Environmental Setting

The following background setting information focuses on the existing topography of the project site, the underlying bedrock, site seismicity, as well as the general conditions and expansiveness of the on-site soils. A Geotechnical Study, dated October 8, 2014, was prepared for the project site by PRA Group Consulting Engineers (PRA); Stantec conducted a third-party review of the geotechnical study on April 7, 2015.

Daly City is located in the Coast Range geomorphic province of California, a relatively geologically young and seismically-active region on the western margin of the North American plate. The Coast Range is composed of mountain ranges and valleys that trend northwest, subparallel to the San Andreas Fault. The Coast Range is composed of thick Mesozoic and Cenozoic sedimentary strata that dip beneath the alluvium of the Great Valley to the east. To the west is the Pacific Ocean; the coastline is uplifted, terraced and wave-cut. The northern and southern ranges are separated by a depression containing the San Francisco Bay. West of the San Andreas is the Salinian Block, a granitic core extending from the southern extremity of the Coast Ranges to the north of the Farallon Islands.

The Alquist-Priolo Special Studies Zone Act of December 1972 (AP Zone Act), regulates development near active faults in order to mitigate the hazard of surface fault rupture. The AP Zone Act requires that the State Geologist (Chief of the California Department of Mines and Geology [CDMG]) delineates "special study zones" along known active faults in California. Cities and Counties affected by these zones must regulate certain development projects within these zones. The AP Zone Act prohibits the development of structures for human occupancy across the traces displacement during the last 11,000 years. "Potentially" active faults are those that show evidence of surface displacement during the last 1.6 million years. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity is sometimes difficult to obtain and locally may not exist.

Seismic potential in the City of Daly City is dominated by the nearby San Andreas Fault System, a complex of active faults, where moderate to strong earthquakes have been generated, which lies as close as 2.7 miles southwest of the project site. The faults that comprise of this system are typified by right-lateral, strike-slip movement. Other active earthquake faults in the region include the Hayward Fault, which lies roughly 16 miles east of the project site, and the San Gregorio Fault, which passes as close as 6.4 miles to the southwest. 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 area is the zone that flanks the San Andreas Fault. This zone does not cross the project site.

According to the Daly City General Plan EIR, the overall probability of a magnitude 6.7 or greater earthquake on a fault, in the greater Bay Area, in the next 30 years is estimated at 63%. The probability of a large earthquake on the San Andreas Fault—the fault responsible for the 1906 San Francisco earthquake and the 1989 Loma Prieta earthquake—in the next 30 years is about 21%. The expected earthquake intensity is between VII and X on the Modified Mercalli Intensity Scale for an earthquake magnitude of 7.2 on the San Andreas Fault. Earthquake resistance of any building is dependent upon an interaction of seismic frequency, intensity, and duration with the structure's height, condition, and construction materials.

Soil properties can affect the construction and maintenance of roads, building foundations, and infrastructure. The Daly City General Plan EIR indicates that the Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over nine soil types in the City of Daly City. The project site is located on soil identified as Urban Land. The City of Daly City may be susceptible to some soil hazards, such as erosion, shrink/swell potential (expansive soils), and subsidence.

Erosion refers to the removal of soil from exposed bedrock surfaces by water or wind. Although erosion occurs naturally, it is often accelerated by human activities that disturb soil and vegetation. Erosion potential is generally identified on a case-by-case basis, depending on factors such as climate, soil cover, slope conditions, and inherent soil properties.

Shrink/swell potential refers to soils that expand when wet and shrink when dry. Shrink/swell occurs primarily in soils with high clay content and can cause structural damage to foundations and roads that do not have proper structural engineering and are generally less suitable or desirable for development than non-expansive soils.

Subsidence is the sinking of land, usually occurring over broad areas, which can be either natural or induced by human activities such as the over-withdrawal of groundwater, oil and natural gas, and by peat oxidation. Subsidence could produce cracks in pavements and buildings, and may dislocate wells, pipelines, and water drains.

According to the Geotechnical Study prepared for the project site, the project site is underlain by rocky fill (fill remaining from former quarry operations at the project site) and weathered bedrock. The geotechnical report also indicated that there are adverse bedding conditions present in the underlying bedrock.

3.6.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.5 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan related to seismic hazards, underlying soil characteristics, slope stability, and erosion. The Daly City General Plan EIR identified potentially significant impacts on geological and soil. However, existing national, Stated, and local laws, as well as policies contained in the proposed Daly City General Plan would reduce these potential impacts on geology and soil to less than significant levels.

Policies

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-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.

3.6.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.6.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.7 of the Plan Bay Area EIR evaluated the potential impact to geology and soils that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. (i) Fault Rupture Risk

The Plan Bay Area EIR analyzed the potential impact related to fault rupture (Impact 2.7-1), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.7(a), the impact would be less than significant with mitigation.

a. (ii) Strong Seismic Ground Shaking Risk

The Plan Bay Area EIR analyzed the potential impact related to ground shaking (Impact 2.7-2), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.7(b), the impact would be less than significant with mitigation.

a. (iii) Seismic-Related Ground Failure Risk (e.g. Liquefaction)

The Plan Bay Area EIR analyzed the potential impact related to seismic-related ground failure, including liquefaction (Impact 2.7-3), and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.7(b), the impact would be less than significant with mitigation.

a. (iv) Landslide Risk

The Plan Bay Area EIR analyzed the potential impact related to landslides (Impact 2.7-4), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.7(b), the impact would be less than significant with mitigation.

b. Substantial Soil Erosion or the Loss of Topsoil

The Plan Bay Area EIR analyzed the potential impact related to substantial soil erosion or the loss of topsoil due to project implementation and during construction activities

(Impact 2.7-5), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.7(c), the impact would be less than significant with mitigation.

c and d. Location on a Geological Unit or on Soil that is Unstable or Expansive

The Plan Bay Area EIR analyzed the potential impact related to locating the proposed project on a geologic unit or soil that is unstable, or that would become unstable, or contains expansive properties (Impact 2.7-6), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.7(b), the impact would be less than significant with mitigation.

3.6.5 Mitigation Measures from the Plan Bay Area EIR that Apply to the Project

Compliance with the applicable policies, regulations, and implementation of Plan Bay Area EIR Mitigation Measure 2.7(b) and 2.7(c), would reduce the proposed project's impacts to geology and soils to a less than significant level with mitigation.

"***2.7(b)*** *Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. To reduce impacts related to ground shaking, implementing agencies shall require project sponsors to comply with the most recent version of the California Building Code (CBC). Proposed improvements shall comply with Chapter 16, Section 1613 of the CBC which provides earthquake loading specifications for every structure and associated attachments that must also meet the seismic criteria of Associated Society of Civil Engineers (ASCE) Standard 07-05. In order to determine seismic criteria for proposed improvements, geotechnical investigations shall be prepared by state licensed engineers and engineering geologists to provide recommendations for site preparation and foundation design as required by Chapter 18, Section 1803 of the CBC. Geotechnical investigations shall also evaluate hazards such as liquefaction, lateral spreading, landslides, and expansive soils in accordance with CBC requirements and Special Publication 117A, where applicable. Recommended corrective measures, such as structural reinforcement and replacing native soils with engineered fill, shall be incorporated into project designs. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to building construction.*

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measure(s) described above to address site-specific conditions. Further, because the measure is tied to existing regulations that are law and binding on responsible agencies and project sponsors, it is reasonable to determine that they would be implemented. Therefore, with the incorporation of mitigation measure 2.7(b), the impact is found to be less than significant with mitigation (LS-M)."

"2.7(c) *Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. To reduce the risk of soil erosion, implementing agencies shall require project sponsors to comply with National Pollution Discharge Elimination System (NPDES) General Construction Permit requirements. Implementing agencies shall require project sponsors, as part of contract specifications*

with contractors, to prepare and implement best management practices (BMPs) as part of a Stormwater Pollution Prevention Plan that include erosion control BMPs consistent with California Stormwater Quality Association Handbook for Construction. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to construction practices.

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measure(s) described above to address site-specific conditions. Further, because the measure is tied to existing regulations that are law and binding on responsible agencies and project sponsors, it is reasonable to determine that they would be implemented. Therefore, with the incorporation of mitigation measure 2.7(c), the impact is found to be less than significant with mitigation (LS-M)."

3.6.6 Project Specific Impact Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Less Than Significant With Mitigation. 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 geologic hazards, suggest that the potential for ground rupture would be adequately mitigated for development of the project site. Nevertheless, in the event of a large seismic event, on the nearby San Andreas Fault, the project site is expected to experience "very strong" to "extreme" ground shaking.

CBC requirements, as adopted in the City Municipal Code, require detailed soils and/or geotechnical studies in areas of suspected geologic 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 site.

Stantec performed a third-party review on a Geotechnical Study for the project site (Appendix D) and concluded that the study adequately addresses the statutory requirements identified in the CEQA guideline's Appendix G – Environmental Checklist, with one exception. Landslides/slope stability was not adequately addressed because a) the project site is located on/adjacent to a rock slope with potential adverse bedding and b) the grading plan has not been finalized. Stantec's review indicated that further analyses would be required after the grading plans are finalized in order to check for potential adverse bedding in proposed cut slopes in the bedrock.

Adherence to CBC requirements, applicable city ordinances and regulations, Daly City General Plan policies, and Plan Bay Area EIR Mitigation Measure 2.7(b) would ensure that impacts are less than significant with mitigation.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant With Mitigation. Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern during project site development. Current project site design plans indicate there would be approximately 2,000 cubic yards of earth movement on the project site. The maximum depth of cut and fill on site would be approximately five feet. Trees, roots, vegetation, and organic surficial soil would be removed from structural areas unless specified otherwise; the depth of organic surficial soil to be removed would vary from approximately two to four inches. It is anticipated that 2.5 acres of surface area would be affected by grading operation at the project site (pers. comm. A. Locke April, 2015).

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's Municipal Code, would reduce impacts from erosion and the loss of topsoil. Examples of these control measures are 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.

Adherence to the aforementioned requirements and adherence to Plan Bay Area EIR Mitigation Measure 2.7(c) would ensure that impacts associated with substantial erosion and loss of topsoil during development allowed by the proposed project would be less than significant with mitigation.

c) Be located on strata or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant With Mitigation. According to PRA's Geotechnical Study, geologic bedding at the site generally strikes to the northwest and dips from approximately 35° to 64° to the southwest. With the steep cut slopes along the western side of the site, there is a strong potential for exposing adverse bedrock conditions that are subject to slippage between the bedding planes. Evidence of this already occurring at the site can be observed on the slope behind the northern end of the automobile dealership, Elite Motors, parking lot which fronts Hillside Boulevard, where a rockslide previously occurred. The failure occurred within a shale layer that separated two sandstone beds. Additional bedrock failures similar to this could occur due to the presence of adverse bedding along this southwest facing slope unless remedial steps are taken to improve the stability of this area. A supplemental study and consultation with the proposed

project Structural Engineer would be required to provide recommendations and design to reduce the potential of future rock failure where adverse bedding occurs.

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. Compliance with CBC requirements, which require site-specific soils and/or geotechnical studies for land development or construction in areas of potential geologic instability, as well as adherence to Daly City General Plan policies, Plan Bay Area EIR Mitigation Measure 2.7(c), and the proposed project Mitigation Measure GEO-1, would reduce the potential impacts associated with proposed project development to a less than significant level with mitigation.

d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial risks to life or property?

Less Than Significant Impact. In general, expansive soils in the City of Daly City are not prevalent. The PRA Geotechnical Study concluded that the project site is underlain by rocky fill and weathered bedrock. The Geotechnical Study indicated that while no laboratory tests were performed, neither the rocky, silty sand material nor in-place sandstone bedrock is subject to shrink-swell potential with fluctuating moisture content. Therefore, potential risks associated with expansive soils are considered to be low, and the impact is less than significant.

e) 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?

No Impact. The proposed project includes a connection to the existing sewer line; therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

3.6.7 Project Specific Mitigation Measures

Mitigation Measure GEO-1

Avoid or Minimize the Potential of Future Rock Failure Due to Adverse Bedding Conditions

Mitigation of the adverse bedding conditions identified in PRA's Geotechnical Study would require discussions with the proposed project's Structural Engineer regarding site layout, different set-back scenarios, and either a soil nailing, rock bolting, or soldier beam pier supported buttress of the southwest facing cut-slope. This supplemental consultation would be documented in a final design structural details memorandum. If the original Geotechnical Engineer is not used for the final design and structural recommendations, it would be necessary for the Geotechnical Engineer of Record to confirm their design/recommendations is equivalent to the original requirements. Once approved by the City of Daly City, the applicant would be required to implement all recommendations that would reduce the potential of future rock failure where adverse bedding occurs.

Mitigation Measure GEO-1 Implementation

- **Timing:** The supplemental consultation with the proposed project Structural Engineer would be conducted prior to final design submittals.

- **Monitoring and Reporting Program:** The supplemental consultation would be documented in a technical memorandum.
- **Standards for Success:** Design the structural project specifications to stabilize adverse bedding conditions.

3.6.8 Findings

All additional significant environmental impacts of the proposed project relating to geology and soils would be mitigated to a less than significant level with the implementation of Plan Bay Area EIR Mitigation Measures 2.7(b) and 2.7(c), and the proposed project Mitigation Measure GEO-1 above.

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3.7 HAZARDS AND HAZARDOUS MATERIALS

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d)	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, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐
f)	For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
h)	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?	☐	☐	☐	☒

3.7.1 Environmental Setting

Hazardous materials, as defined by the *California Code of Regulations*, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic – Causes Human Health Effects
- Ignitable – Has the Ability to Burn
- Corrosive – Causes Severe Burns or Damage to Materials
- Reactive – Causes Explosions or Generates Toxic Gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The *California Government Code, Title 22, Sections 66261.20–24* contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

California Government Code, Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile, maintain, and update specified lists of hazardous material release sites. The CEQA (*California Public Resources Code, Section 21092.6*) requires the lead agency to consult the lists compiled pursuant to *California Government Code, Section 65962.5* to determine whether the proposed project and any alternatives are identified on a federal or state listing database. The required lists of hazardous material release sites are commonly referred to as the "Cortese List" after the legislator who authorized the legislation. Since 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 List are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including the online EnviroStor database from the Department of Toxic Substances Control (DTSC) and the online GeoTracker database offered by the State Water Resources Control Board (SWRCB). These two databases include hazardous material release sites, along

with other categories of sites or facilities specific to each agency's jurisdiction. A search of the online databases on May 2015 revealed no listings within the project site. The project site is void of development and existing infrastructure completely surrounds the site, including major roadways and residential and commercial development. The project area is not included on a list of hazardous materials sites compiled pursuant to *California Government Code, Section 65962.5* and the project site is not known or expected to contain any existing contaminated soils.

The public airport nearest to the project site is San Francisco International Airport, which is located more than 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 (ALUC) to ensure the project is compatible with the *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*, dated July 2012, in accordance with Pub. Util. Code, Section 21676.5(a). In addition, Our Lady Perpetual Help School is located directly adjacent to the project site to the northeast.

Federal regulations and regulations adopted by the BAAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with the regulations respecting asbestos and dust control may result in a Notice of Violation being issued by the BAAQMD, civil penalties under state and/or federal law, and possible action by the US EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

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, there are not any very high fire hazard severity zones within the Local Responsibility Area on or near proximity to the project site. Likewise, there are no moderate, high, or very high fire hazard severity zones in the State Responsibility Areas in the vicinity of the project site.

3.7.2 Summary of Analysis Under the 2030 Daly City General Plan EIR

Chapter 3.7 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on hazardous materials, emergency response, and aircraft crash hazards. The Daly City General Plan identified potentially significant impacts on hazards and hazardous materials. However, existing national, State, and local laws, as well as policies contained in the proposed Daly City General Plan would reduce these potential impacts on hazards and hazardous materials to less than significant levels.

Policies

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 the 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.

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 Federal Emergency Management Agency (FEMA) and posted by ABAG June 5, 2012.

3.7.3 Mitigation Measures from 2030 Daly City General Plan EIR That Apply to the Project

The Daly City General Plan was developed to be a self-mitigating document; consequently, all policies included in the Daly City General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the corresponding Daly City General Plan EIR does not include impact specific mitigations. Rather, the Daly City General Plan EIR references policies that reduce the Daly City General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the Daly City 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. A comprehensive table of Daly City General Plan policies that reduce impacts to the Daly City General Plan is provided in Appendix K.

3.7.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.13 of the Plan Bay Area EIR evaluated potential impact to hazards and hazardous materials that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Routine Transport or Disposal of Hazardous Materials

The Plan Bay Area EIR analyzed the potential impacts related to the routine transport or disposal of hazardous materials (Impact 2.13-1) and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.13(a), the impact would be less than significant with mitigation.

b. Accidental Release of Hazardous Materials into the Environment

The Plan Bay Area EIR analyzed the potential impacts related to the accidental release of hazardous materials into the environment (Impact 2.13-2) and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.13(b), the impact would be less than significant with mitigation.

c. Emit or Handle Hazardous Material Within 1/4 Mile of a School

The Plan Bay Area EIR analyzed the potential impacts related to emissions or handling of hazardous materials within 1/4 mile of a school (Impact 2.13-3) and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.13(c), the impact would be less than significant with mitigation.

d. Hazardous Materials List Pursuant to California Government Code, Section 65962.5

The Plan Bay Area EIR analyzed the potential impacts related to the proposed project being located on a site which is included on a list of hazardous materials sites pursuant to *Government Code Section 65962.5* (Impact 2.13-4), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.13(d), the impact would be less than significant with mitigation.

e and f. Airport Land Use Plan or Vicinity of a Private Airstrip

The Plan Bay Area EIR analyzed the potential impacts related to the safety hazard for people residing or working within two miles of an airport (Impact 2.13-5 and Impact 2.13-6), and determined with the implementation of Plan Bay Area EIR Mitigation Measures 2.13(e) and 2.13(f), respectively, the impact would be less than significant with mitigation.

g. Emergency Response or Evacuation Plan

The Plan Bay Area EIR analyzed the potential impacts related to interference with emergency response and evacuation plans (Impact 2.13-7) and determined the impact would be less than significant.

h. Wildland Fires

The Pan Bay Area EIR analyzed the potential impacts related to wildland fires (Impact 2.13-8), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.13(g), the impact would be less than significant with mitigation.

3.7.5 Mitigation Measures From the Plan Bay Area EIR that Apply to the Project

None required.

3.7.6 Project Specific Impact Discussion

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

AND

b) 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?

Less Than Significant Impact. The proposed project would involve minor demolition of existing site improvements and construction of a mixed-use residential and commercial development. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials and do not present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would primarily consist of typical household cleaning products and fertilizers. These items would be used in small quantities and in accordance with label instructions, which are based on federal and/or state health and safety regulations.

The proposed commercial development could involve a number of potential uses, including retail or restaurant, among others. The project applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in compliance with all applicable local, state, and federal regulations during operation of the commercial use. It should be noted that the transport of hazardous materials is regulated by the California Highway Patrol and Caltrans, and the use of hazardous materials is regulated by the DTSC (Title 22 of the *California Code of Regulations*). By law, the proposed project would be required to implement and comply with existing hazardous material regulations, so operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the release of hazardous materials through reasonably foreseeable upset and accident conditions. In addition, according to the Section 3.3, Air Quality and Greenhouse Gases, the project site is not located in an area identified as likely to contain NOA, thus sensitive receptors would not be exposed to NOA as a result of the proposed project.

Construction of the proposed project would primarily be limited to aboveground improvements. A few subsurface improvements would likely be necessary for sewer and water line connection purposes; however, such improvements are not likely to require dewatering. During construction, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported to and from the site as needed. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of

surface water and groundwater, resulting in a public safety hazard; however, contractors would be required to transport, store, and handle hazardous materials required for construction in a manner consistent with relevant regulations and guidelines, including California Health and Safety Codes and local City ordinances.

The proposed project would not create a significant hazard to the public or the environment because project construction and operation would be in compliance with applicable federal, state, and local laws pertaining to the safe handling and transport of hazardous materials. As previously indicated, the proposed project would involve the minor use of hazardous materials, including diesel fuel and other motor lubricants used during construction. The use of these substances is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset or accident. Impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. The project site is adjacent to Our Lady Perpetual Help School to the northeast. As explained in impacts a) and b), the proposed project would not involve the use of significant quantities of hazardous materials and therefore would not have the potential to expose the school to such substances. Impacts would be less than significant.

d) 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, would it create a significant hazard to the public or the environment?

No Impact. As stated above, the proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to *California Government Code, Section 65962.5*; therefore, the proposed project would not create a significant hazard to the public or the environment and no impact would occur.

e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

AND

f) For a Project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?

Less Than Significant Impact. The public airport nearest to the project site is San Francisco International Airport, which is located more than 4 miles to the southeast, and there are no private airstrips located within 2 miles of the project site. The project site is within the boundaries of the airport influence area and would be subject to a determination of consistency from the ALUC to ensure the project is compatible with the *Comprehensive Airport Land Use Compatibility Plan [CALUCP]for the Environs of San Francisco International Airport*, dated July 2012, in accordance with Pub. Util. Code, Section 21676.5(a); however, the proposed project is not located in the "Outer Boundary of the Safety Field" or the "Noise Contour Zone," both of which could influence the project design. Under state law, local governments may submit development proposals to the ALUC for non-binding advisory review. The CALUCP

encourages local governments to submit the following types of development proposals within Area B of the Airport Influence Area (AIA) to the ALUC for advisory review if the project includes:

- Commercial or mixed-use development of more than 100,000 ft2 of gross building area.
- Residential or mixed-use development that includes more than 50 du.
- Public or private schools.
- Hospitals or other inpatient medical care facilities.
- Libraries.
- Places of public assembly.

As discussed in the Section 2, Project Description, the proposed project includes greater than 50 dwelling units, with 206 proposed; however, review of the ALUC is only required for entitlements that require a policy change (e.g., General Plan amendment, rezoning, etc.) and, given the proposed project is consistent with the Daly City General Plan and the ALUC has found the Daly City General Plan consistent with the CALUCP, any potential incompatibility impacts resulting in safety hazards for individuals residing or working in the project area would be less than significant.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not alter the existing street system, and the limited construction activities associated with the project improvements would not result in temporary blockage of any roadways. As a result, the proposed project would not impair implementation of or physically interfere with any emergency response or evacuation plan, and a less than significant impact would occur.

h) 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?

No Impact. The primary threat related to wildland fire is due to open grasslands abutting residential developments. The project site is surrounded by urban development on all sides with predominantly impervious surfaces. As such, the proposed project is not located near any open grassland. With implementation of the proposed project, the now vacant site would be constructed with urban development and predominantly impervious surfaces. Additionally, the proposed project would be required to comply with all applicable fire safety standards set forth by the City; therefore, the proposed project would have no impact with respect to exposing people or structures to the risk of loss, injury, or death involving wildland fires.

3.7.7 Project Specific Mitigation Measures

None required.

3.7.8 Findings

All additional significant environmental impacts of the proposed project relating to hazards and hazardous materials would be less than significant.

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