CITY OF DALY CITY
PLANNING COMMISSION
SPECIAL MEETING

AGENDA
Wednesday, November 04, 2015 - 7:00 PM

Council Chambers, City Hall

Live Telecast: Comcast Channel 27, Astound 26, AT&T U-Verse 99

Webcast: www.dalycity.org/meetings

OPENING OF MEETING:

PLEDGE TO THE FLAG:

ROLL CALL:

MINUTES: October 6, 2015 Minutes - Not available at this time.

PUBLIC HEARING:

1. Application by the Daughters of Charity Health System to amend the building configuration of the existing Seton Medical Center hospital at 1900 Sullivan Avenue in order to comply with the seismic regulations developed by the California Office of Statewide Health Planning and Development and mandated by Senate Bill 1953. The project includes removal of the existing eight-story tower on the subject side and a relocation of services that presently exists within the tower to a replacement general acute care building to be constructed on the existing Seton Medical Center property. The replacement general acute care building would be up to six stories tall and approximately 155,115 square feet in size. The project would also include conversion of the podium structure beneath the existing tower to a medical office building, as well as construction of three additional buildings for psychiatric care, subacute/acute care, and skilled nursing/memory care on the Seton Medical Center property, as future demand and funding allows. In total, the proposed project would result in demolition of approximately 233,000 square feet of existing building space and construction of 433,385 of new space for an overall net increase of 200,385 square feet of building space at the campus. The project does not presently include the specific design of any buildings; as such designs are under development. Rather, the application sought is for use permit approval, as mandated by the Sullivan Corridor Specific Plan, to programmatically allow the proposed square feet in the proposed

site plan configuration. The project is exempt from the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15302: Replacement or Construction - Existing Hospitals to Provide Earthquake Resistance Structures. APNs 008-804-370, -430, -440, -460, -470, -480, -500, -520, -540; 008-520-180 and -190.

APPLICANT:	Daughters of Charity Health System
LOCATION:	1900 Sullivan Avenue
ENVIRONMENTAL ASSESSMENT:	The project is exempt from the California environmental Quality Act (CEQA), per CEQA Guidelines Section 15302: Replacement or Construction - Existing Hospitals to Provide Earthquake Resistance Structures.
PLANNER:	Michael Van Lonkhuysen, Interim Planning Manager

2. Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292. Application by AMG and Associates, Inc., to construct a 206-unit five-story mixed-use apartment building above a two-level (partially underground) garage on a 1.15-acre vacant property located on Brunswick Street, across the street from Chelsea Court. The mixed-use building would include 6,451 square feet of ground floor office/commercial space. All apartments within the building would be income-restricted and age-restricted for occupancy by persons 62 years of age or older. Due to the affordable nature of the project, the applicant is requesting regulatory concessions related to the affordable nature of the project,the applicant is requesting regulatory concessions related to the maximum building height, reduced usable open space, and required parking, pursuant to Daly City Municipal Code Chapter 17.52 - Density Bonus. After completing an initial study for the project, staff has determined that the adoption of a Sustainable Communities Environmental Assessment (SCEA) for the project is appropriate pursuant to Section 21155.2 of the Public Resources Code ({RC) and a SCEA as specified under the California Environmental Quality Act (CEQA) streamlining provisions offered under SB375 for Transit priority Projects. APN 003-210-260.

APPLICANT:	AMG and Associates, Inc.
LOCATION:	4619 Brunswick Street
ENVIRONMENTAL ASSESSMENT:	After completing an initial study for the project, staff has determined that adoption of a Sustainable Communities Environmental Assessment (SCEA) for the project is appropriate pursuant to Section 21155.2 of the Public Resources Code (PRC) and a SCEA as specified under the California Environmental Quality Act (CEQA) streamlining provisions offered under SB375 for Transit Priority Projects.
PLANNER:	Tendai Mtunga, Associate Planner

3. Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699 and Design Review DR-5-15-10877. Application by Jim Trotter to construct a 20-unit three story condominium building above a one-level podium parking garage on a 0.46-acre

parcel located on he north side of Castle Street between Second and Third Avenues. The project is exempt from the California Environmental Quality Act (CEQA), pursuant to CEQA Guidelines Section 15332: In-Fill Developments Projects. APN006-234-030.

APPLICANT:	Jim Trotter
LOCATION:	89 Second Avenue
ENVIRONMENTAL ASSESSMENT:	Exempt from CEQA per CEQA Guidelines Section 15332 - Infill Development.
PLANNER:	Guido Persicone, Contract Associate Planner

4. Use Permit UPR-10-15-11736. Application by Severum, LLC, to receive sign program approval for an automobile service station presently under construction at 505 Skyline Drive. The proposal incudes illuminated building and canopy signs, and a 27-foot-tall pole sign proposed for installation southwest of the intersection of Westmoor Avenue and Skyline Boulevard (State Route 35). The project is exempt from the California Environmental Quality Act (CEQA), per CEQA Guidelines Section 15303: New Construction. APN 008-053-010.

APPLICANT:	Severum, LLC
LOCATION:	505 Skyline Drive
ENVIRONMENTAL ASSESSMENT:	Exempt from CEQA per CEQA Guidelines Section 15303: New Construction.
PLANNER:	Michael Van Lonkhuysen, Interim Planning Manager

PUBLIC APPEARANCES, STAFF COMMUNICATIONS:

ACQUISITIONS, VACATIONS, ETC. - SECTION 65402(A):

ADJOURNMENT:

Persons with disabilities who require auxiliary aids or services in attending or participating in this meeting should notify the Office of the City Clerk at 991-8078 as early as possible.

Availability of Public Records: All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	November 4, 2015
Application:	Use Permit UPR-8-14-9516
Project Planner:	Michael VanLonkhuysen, Interim Planning Manager
Project Location:	1900 Sullivan Avenue (APNs 008-084-370, 430, 440, 460, 470, 480, 500, 520, 540; 008-520-180 and 190)
Project Description:	Amendment to the building configuration of the existing Seton Medical Center in order to comply with State seismic regulations
Applicant:	Jensen and Partners 155 Montgomery Street, Suite 800 San Francisco, CA 94104
Owner:	Seton Medical Center 1900 Sullivan Avenue Daly City, CA 94015
Environmental Assessment:	Categorically Exempt per CEQA Guidelines Section 15302: Replacement or Construction – Existing Hospitals to Provide Earthquake Resistance Structures
Applicable Daly City Municipal Code Sections:	Chapter 17.21 – Sullivan Corridor Specific Plan District Chapter 17.44 – Use Permits

Site Information

Property Size	Existing Use	Proposed Use	General Plan Designation	Current Zoning
11 acres	Hospital	Hospital	H – Hospitals	HOSP – Hospital

Area Information

Land Use	**Zoning**
North: Single Family Residential; Seton Medical Center (medical offices); San Francisco Hope Church	R-1 – Single Family Residential; C-1 – Light Commercial; CO – Commercial Offices
South: St. Andrews Church; Serra Heights Condominiums	Planned Development Zone 3 and 43
West: Single Family Residential, Daniel Webster School	R-1 – Single Family Residential; Unzoned
East: Interstate 280	None

Background

The applicant, Jensen and Partners, on behalf of Seton Medical Center, requests approval for a master plan amending the building configuration of the existing Seton Medical Center located at 1900 Sullivan Avenue (see Attachment A – Location Map). The proposed master plan includes demolition and reconstruction of the hospital tower in order to comply with the seismic regulations developed by the California Office of Statewide Health Planning and Development and mandated by Senate Bill 1953 (see Attachment B – Seton Medical Center Master Plan). The hospital tower was constructed in the mid-1960s, with numerous interior improvements and additions to the north side of the tower base in 1970s and 1980s.

Discussion

The master plan calls for the removal of the existing eight-story tower on the subject site and the relocation of services that presently exist within the tower to a replacement general acute care building to be constructed on the property. The replacement general acute care building would be up to six stories tall and approximately 155,115 square feet in size. The project would also include conversion of the podium structure beneath the existing tower to a medical office building, as well as construction of three additional buildings for psychiatric care, subacute/acute care, and skilled nursing/memory care on the Seton Medical Center property, as future demand and funding allows. In total, the proposed project would result in demolition of approximately 233,000 square feet of existing building space and construction of 433,385 of new space for an overall net increase of 200,385 square feet of building space at the campus.

The hospital is currently licensed for 357 beds. Corresponding with the new construction, the master plan would increase the number of licensed hospital beds at the hospital from 357 to 464, providing beds for general acute care, acute rehabilitation, sub-acute care, memory care, psychiatric care, skilled nursing services, surgical services, and emergency care.

In terms of the site plan, the entrances to the medical center would remain unchanged. The general entrance would remain at its present location on Sullivan Avenue and the ambulance entrance would remain at San Fernando Way. Parking for the replacement hospital would be accommodated to the west of the replacement hospital and in a reconfigured parking lot to the southeast of the replacement hospital, at a rate of three stalls per bed, for a total of 312 parking

stalls. Parking for the remaining buildings and hospital podium would be accommodated by structured parking below and adjacent to these buildings.

Facility	GSF	Beds	Parking Factor	Parking Provision
Diagnostic and treatment (hospital podium)	133,000	0	2.5/1,000 ksf	332.5
Replacement hospital	155,115	104	3 spaces/bed	312
Psychiatric hospital	93,300	90	3 spaces/bed	270
Sub-acute hospital	89,540	120	3 spaces/bed	360
Skilled nursing facility	95,430	150	2.5/1,000 ksf	238.575
Total	566,385	464		1,513

Note: Hospital podium floor area decreased from 218,000 sq. ft. to reflect areas devoted to patient care only

As indicated in the table above, the parking provision rate for these buildings would be three spaces per bed in the psychiatric hospital and sub-acute hospital, plus 2.5 stalls per 1,000 square feet of floor area in the skilled nursing facility and the portion of the existing podium being converted to diagnostic treatment. The latter parking provision reflects the Zoning Ordinance parking requirement for nursing homes and convalescent hospitals, as the skilled nursing facility and diagnostic treatment uses are generally less intensive than the more-acute type care provided in the replacement hospital, psychiatric hospital, and sub-acute care building. In total, 1,513 parking spaces would be provided for the aforementioned buildings.

With respect to parking, the Planning Commission should be aware that the applicant could increase the potential bed count within the medical center to 535 beds, as this is the permissible number of beds that would be covered by the Categorical Exemption applicable to the project. This change would however increase the number of parking spaces required. Staff has therefore added a Condition of Approval requiring continued compliance with the parking space provision identified in the preceding table and paragraph.

Use Permit

The applicant is required obtain a use permit pursuant to Chapter 17.21 – Sullivan Corridor Specific Plan District, which requires the permit for structural expansions to hospitals. In determining the merits of the use permit, staff has considered the context of the hospital's expansion plan to the existing adjacent residential uses and parking/vehicle egress.

As indicated previously, the entrances to the medical center would remain unchanged, with the hospital entrance at Sullivan Avenue continuing to serve as the primary means of vehicle access to the site. Similarly, ambulance access to site would remain from San Fernando Way. As the hospital's emergency room proposes the same number of emergency room bays as currently exists, emergency-related transportation is not anticipated to increase.

To ensure that the neighborhood character is preserved, staff is recommending the following Conditions of Approval:

1. The use of helicopters to transport patients shall be not be allowed, unless approved as an amendment to this use permit;

2. Sirens and flashing lights from emergency vehicle apparatus arriving at the subject site shall terminate at the intersection of San Fernando Way and Sullivan Avenue;

3. All building windows shall receive window treatments that effectively reduce glare to the adjacent neighborhood. The specific method of glare reduction shall be indicated in plans submitted for a building permit;

4. Parking associated with the medical center shall occur on medical center property only. Should the City Council determine that patient or employee parking in the neighborhood has become problematic, based on evidence provided by City staff, the applicant shall take proactive steps to supply additional on-site parking, e.g., valet parking services, charging for parking, off-site employee parking to locations accessed by the Seton-BART shuttle, or similar measures;

5. The medical center shall continue to the fund the Seton-BART shuttle for the duration of the use permit, to the satisfaction of the City Council;

6. The medical center site plan shall provide pedestrian connections from the new buildings proposed to the adjacent City sidewalks that surround the center. These sidewalks shall be illuminated, receive pedestrian-oriented street furniture, and be designed in such a manner that is inviting to pedestrians (e.g., incorporate decorative materials, provide pedestrian way-finding signs, etc.).

7. The use of exterior lighting shall not result in adverse glare to adjacent residential neighbors. Should the Planning Division determine that exterior lighting is causing adverse glare, the applicant may be required to make adjustments to lighting, provide additional shielding to lights, or reduce or eliminate the use of certain lights to comply with this Condition of Approval; and

8. Large retaining walls necessary to implement the project shall be stepped, to the greatest extent feasible, and planted with irrigated trees, shrubs, and draping/climbing vines to provide a long-term attractive landscape screen to these walls. All new walls required for the construction of new buildings or parking lots shall be subject to the wall design approved by the Design Review Committee.

Building Design

The project does not presently include the specific design of any buildings or site features, because the design of these buildings and features are under development. Rather, the application sought is for use permit approval, as mandated by the Sullivan Corridor Specific Plan, to programmatically allow the proposed square feet in the proposed site plan configuration.

With respect to the ultimate design of the future buildings, staff has expressed to the applicant its concern about the visibility of new buildings on the subject site, which would be visually prominent from many parts of Daly City. Although the proposed site plan merits use permit approval, staff is recommending a Condition of Approval requiring that exterior building

elevations exhibit an excellent design quality reflected in a contemporary architectural design. Furthermore, staff feels that, given the site's visibility, any new building (including site retaining walls) should be subject to third-party architectural review and that the Planning Commission and City Council should be given an opportunity to review and comment on the project architecture prior to approval by the Design Review Committee. Staff has therefore added this requirement as a Condition of Approval.

General Plan and Specific Plan Consistency

The site is located within the Sullivan Corridor Specific Plan Area and is designated HOSP – Hospital by the Plan. Similarly, the General Plan designates the property H – Hospital. The proposal is consistent with these designations.

Utility Providers

The subject property is located within a fully urbanized area with all public services likely capable of serving the new hospital configuration.

Utility	***Provider***
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Astound! Cable Services and/or Comcast
Fire/Police Protection	North County Fire Authority/City Daly City

As required by the City, the applicant has evaluated the existing storm drain, water, and sanitary sewer systems serving the hospital campus. This evaluation included the consideration of the impact of the proposed new buildings on these systems. In general, Conditions of Approval related to each of the specific buildings will be developed at the time of Design Review approval.

Fiscal Analysis and Impacts

The proposed master plan for Seton Hospital will add an incremental demand for City services. Prior to project completion, the project applicant will be required to building permit, plan check, and AB 1600 fees to the City.

Environmental Assessment

Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per CEQA Guidelines Section 15302: Replacement or Construction – Existing Hospitals to Provide Earthquake Resistance Structures.

CEQA allows such an exemption for hospital reconstruction or replacement to provide earthquake-resistant structures which do not increase capacity more than 50 percent. As indicated previously, the existing number of licensed beds is 357. The proposed number of licensed beds is 464, or 30 percent more than the number of existing beds. The proposal

therefore conforms to the limit established by CEQA for Categorical Exemptions. The Planning Commission may note that the proposal involves more than a 50 percent increase over the existing square footage. This is attributable to updated code requirements and the standard-of-care shift from multi-patient rooms to single-patient rooms, both of which require significantly more square footage for more bathrooms and circulation, but do not increase parking requirements.

In further support of this determination, the applicant has provided utility, traffic, and historic resources studies to ensure that the project would not cause significant impacts to the environment. With respect to traffic, the traffic study prepared for the project determined that the addition of vehicle trips from a fully implemented master plan would contribute to the need for existing unsignalized intersections at Sullivan Avenue/San Fernando Way and Southgate Avenue/ Callan Boulevard to meet the warrant for new traffic signals. Staff is therefore recommending a Condition of Approval requiring that the applicant pay a pro-rata contribution toward the installation cost of a traffic signal at these interactions, prior to issuance of any building permit for the four proposed buildings.

Findings

Staff finds that, as conditioned, the approval of Use Permit UPR-8-14-9516 would be in compliance with all applicable provisions of Title 16 (Subdivisions) and Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on November 4, 2015; notice of said hearing was published in a newspaper of general circulation on October 23, 2015, and by posting and first-class mailing to property owners within 300 feet.

2. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per CEQA Guidelines Section 15302: Replacement or Construction – Existing Hospitals to Provide Earthquake Resistance Structures. In support of this determination, the applicant has provided utility, traffic, and historic resources evaluation studies to ensure that the project would not cause significant impacts to the environment. Furthermore, the Conditions of Approval issued herein require a complete analysis of the Greenhouse Gas Emission (GHG) impact the project might create once the building design for the project has been further developed.

3. The overall impact on schools, parks, utilities, neighborhood streets, traffic, parking, and other community facilities and resources will not be detrimental.

4. The proposed master plan is consistent with the Sullivan Corridor Specific Plan, which designates the site HOSP – Hospital, and the General Plan, which designates the property H – Hospital.

5. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

6. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for Use Permit UPR-8-14-9516, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The applicant shall file a Declaration of Acceptance of the conditions of approval with the City Clerk within thirty (30) days of City Council approval. Until said declaration is filed, the approval of Use Permit UPR-8-14-9516 shall not be valid for any purpose.

2. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning and Engineering Divisions prior to the change. Major changes to the Tentative Map shall be subject to review by the Planning Commission and City Council.

3. The use permit approval granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

4. The project shall conform to all applicable City of Daly City General Conditions of Approval.

Operational Requirements and Restrictions

5. The use of helicopters to transport patients shall be not be allowed, unless approved as an amendment to this use permit.

6. Sirens and flashing lights used emergency vehicle apparatus arriving at the subject site shall terminate at the intersection of San Fernando Way and Sullivan Avenue.

7. Parking associated with the medical center shall occur on medical center property only. Should the City Council determined that patient or employee parking in the neighborhood has become problematic, based on evidence provided by City staff, the applicant shall take proactive steps to supply additional on-site parking, e.g., valet parking services, charging for parking, off-site employee parking to locations accessed by the Seton-BART shuttle, or similar measures.

8. The medical center shall continue to the fund the Seton-BART shuttle for the duration of the use permit, to the satisfaction of the City Council.

Building and Site Design

9. All exterior building elevations shall exhibit an excellent design quality reflected in a contemporary architectural style.

10. All new buildings shall be approved by the Design Review Committee, subject to the recommendation of a third-party architectural reviewer, which shall be funded by the applicant.

11. The Planning Commission and City Council shall be given an opportunity to review and comment on the project architecture prior to approval by the Design Review Committee.

12. All building windows shall receive window treatments that effectively reduce glare to the adjacent neighborhood. The specific method of glare reduction shall be indicated in plans submitted for a building permit.

13. The medical center site plan shall provide pedestrian connections from the new buildings proposed to the adjacent City sidewalks that surround the center. These sidewalks shall be illuminated, receive pedestrian-oriented street furniture, and be designed in such a manner that is inviting to pedestrians (e.g., incorporate decorative materials, provide pedestrian way-finding signs, etc.).

14. The use of exterior lighting shall not result in adverse glare to adjacent residential neighbors. Should the Planning Division determine that exterior lighting is causing adverse glare, as determined by the City, the applicant may be required to make adjustments to lighting, provide additional shielding to lights, or reduce or eliminate the use of certain lights to comply with this Condition of Approval.

15. Large retaining walls necessary to implement the project shall be stepped, to the greatest extent feasible, and planted with irrigated trees, shrubs, and draping/climbing vines to provide a long-term attractive landscape screen to these walls. All new walls required for the construction of new buildings or parking lots shall be subject to the wall design approved by the Design Review Committee.

16. The medical center shall provide not less than 1,513 parking spaces for proposed buildings outlined in this staff report, which includes 464 patient beds. Parking for the

replacement hospital shall be not less than 312 spaces. Increases to bed count within the limits of the Categorical Exemption shall be shall be subject to the provision of additional parking spaces at the rate of three spaces per bed.

Landscaping

17. The applicant shall include a detailed landscape plan with any request for Design Review Committee approval, which shall identify landscaping for the area in the general proximity of the building. The plan shall include landscape features for the pedestrian connections required by these Conditions of Approval.

18. If the project landscaping exceeds the 1,000 square feet of landscaped area, it is subject to the Daly City Landscaping Ordinance and shall be required to meet all applicable requirements including water efficient irrigation and will incorporate Bay Area Friendly species that are drought tolerant. Irrigation systems will incorporate water efficiency measures and shall show the details on the building permit plans. No building permit may be issued until this condition is met.

19. All trees approved as a part of this project shall be retained in perpetuity and all diseased and/or dying trees shall be replaced immediately or upon notification by the Planning Division to do so.

20. The applicant shall provide establishment, and where necessary, long-term irrigation to all trees, shrubs, and groundcover.

21. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period.

Stormwater Treatment

22. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

23. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer.

24. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.

25. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.

26. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

B. ENGINEERING DIVISION

27. Plans submitted for building or grading permit shall show all existing and proposed utilities, on-site and in the street, including water, sanitary sewer, and storm drain mains.

28. The project's electrical transformers shall not be installed within the public rights-of-way.

29. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards.

30. The applicant shall underground the existing utility poles that traverse the site.

31. Depending on the extent of trench-work in adjacent public rights-of-way, resurfacing all or a portion of the street may be required.

32. An encroachment permit is required prior to any work or underground utilities installation within the public right-of way.

33. Following new utility installation, the applicant shall replace areas of street pavement, sidewalk, curb, and gutter damaged by construction. Such repair shall be per City standard specifications.

34. All drainage shall be directed toward the curb gutter through pipes underneath the City sidewalk. There shall be no storm water sheet flow over the sidewalk.

35. All street trees shall be maintained by the building owner in perpetuity, with irrigation tied to and maintained by the medical center.

36. Street lights shall be installed as per plans approved by the City Engineer. All lighting shall be designed to minimize glare onto adjacent properties.

37. Haul routes shall be approved by the City (for off-haul) and conditioned for any deterioration to the route based on pre and post Pavement Condition Index factors.

38. The depicted street sections are not approved as submitted and final dimensions will be based on the approval of the City Engineer.

39. The applicant shall pay a pro-rata contribution toward the installation cost of new traffic signals at the Sullivan Avenue/San Fernando Way and Southgate Avenue/ Callan Boulevard interactions, prior to issuance of any building permit for the four proposed buildings.

C. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

40. All existing and proposed new sewer systems shall be private until the connection to the city's sewer system within the public right of way.

41. The applicant shall comply with the recommendations of the Hydraulic Analysis for the Proposed Seton Medical Center Replacement Project, dated March 9, 2015. The applicant shall continue to contract with the City's third-party consultant, Brown and Caldwell, for water and sewer system analysis and design.

42. The entire existing and proposed new water system within the private property shall become private. Master meters and reduced pressure principle backflow devices shall be installed at all points of connection to the city's water system.

43. Abandonment of existing facilities shall be per the DWWR requirements.

44. The applicant shall, through the Engineering Department, contract with the City's consultant, who has modeled the water system for a water system analysis to determine the system's ability to serve the project and determine if any water system improvements are required. All costs associated with water improvements shall be borne by the applicant.

45. All costs associated with any water or sewer system improvements, required by the city, as a result of this project, shall be borne by the applicant.

Recommendation

Staff recommends the Planning Commission forward to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment;
3. Approve Use Permit UPR-8-14-9516, as conditioned herein.

Staff is available to provide any additional information desired by the Planning Commissioners.

Respectfully submitted,

Michael VanLonkhuysen
Interim Planning Manager

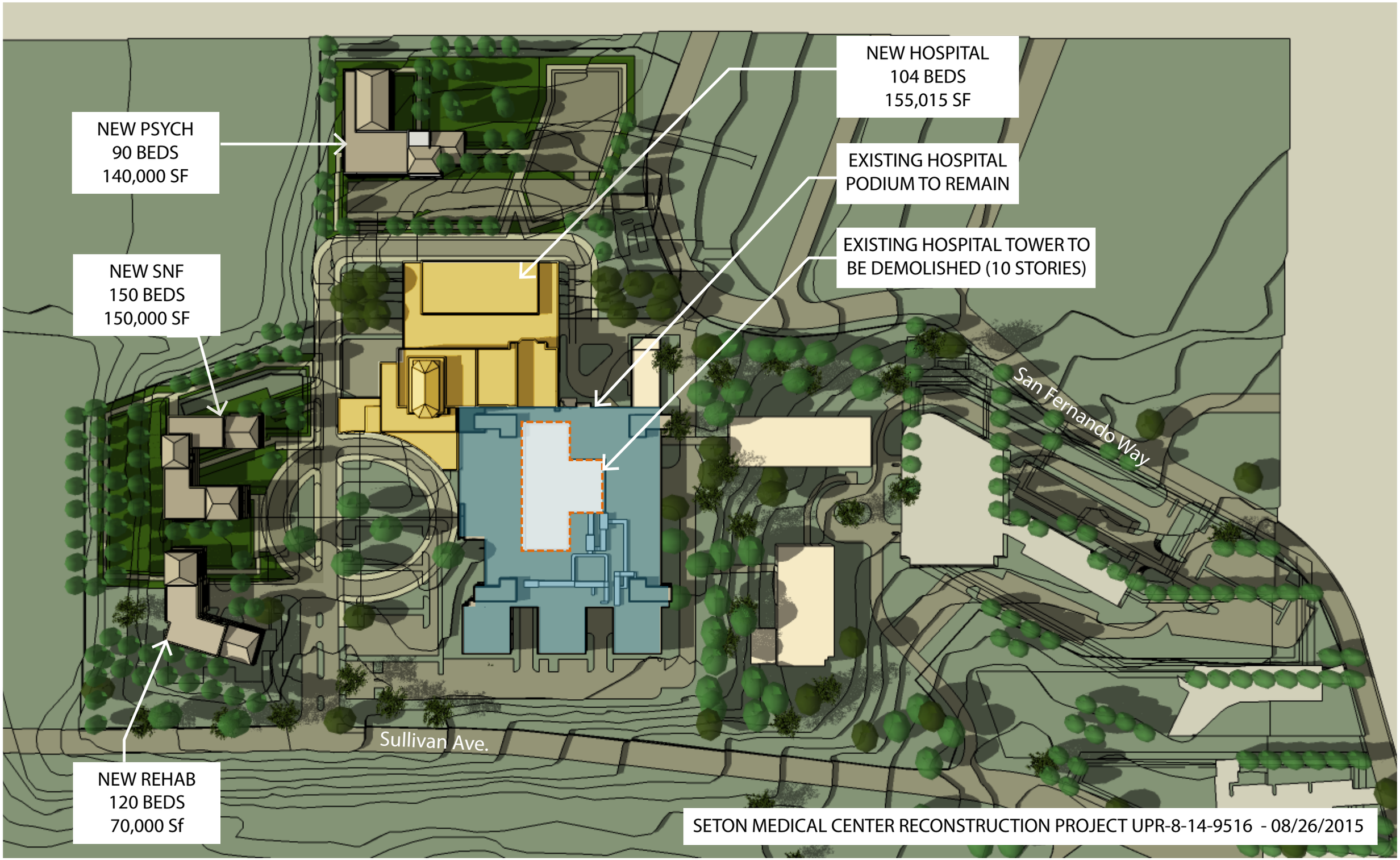
Tatum Mothershead
Interim Director of Economic and Community Development

Attachments

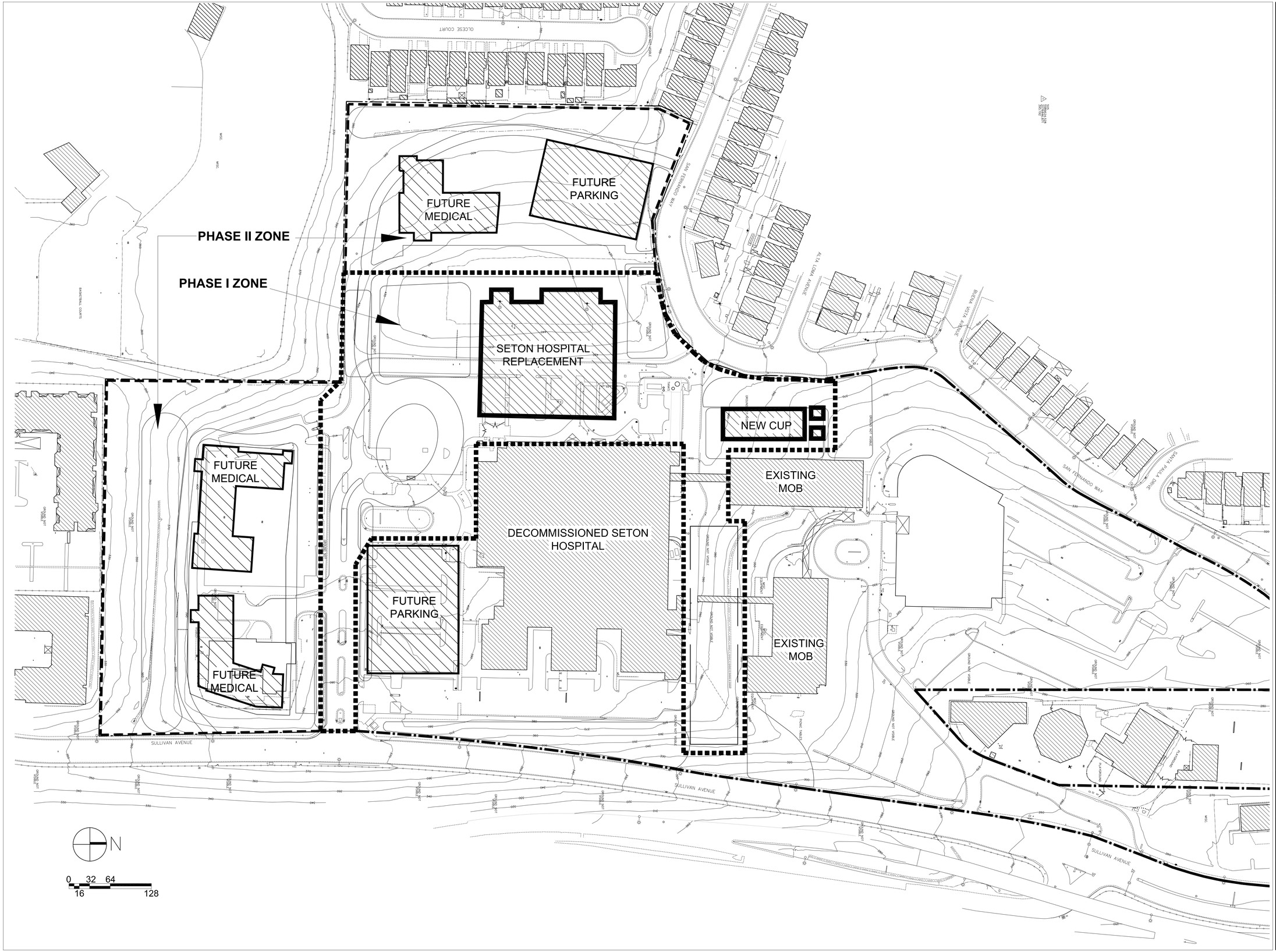
Attachment A – Location Map
Attachment B – Seton Medical Center Master Plan

G:\Planning\Current Planning Projects\1900 Sullivan Avenue - Hospital Reconstruction\Planning Commission - November 4, 2015\pc110415.mtv.doc

SITE
R1
SAN FERNANDO WAY
R1
R1
OLCESE CT
EL DORADO DR
CASA AVE
R1
SCH
PD7
SETON HOSP DR
SULLIVAN AVE
INTERSTATE HIGHWAY 280
HIGHWAY 1
PD3
PD43



SETON MEDICAL CENTER RECONSTRUCTION PROJECT UPR-8-14-9516 - 08/26/2015



JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

DATE	REMARKS

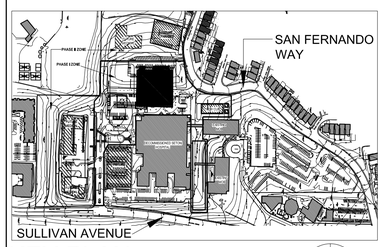
DATE:	08/13/2014
DRAWN BY:	
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
SITE PLAN

SHEET:
Δ 1.5

GROUND FLOOR ACUTE PATIENT CARE HOSPITAL

FLOOR AREA: 21,735 SQ.FT BGSF.



KEY PLAN

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

	DATE	REMARKS

DATE:

DRAWN BY:

PA/PM:

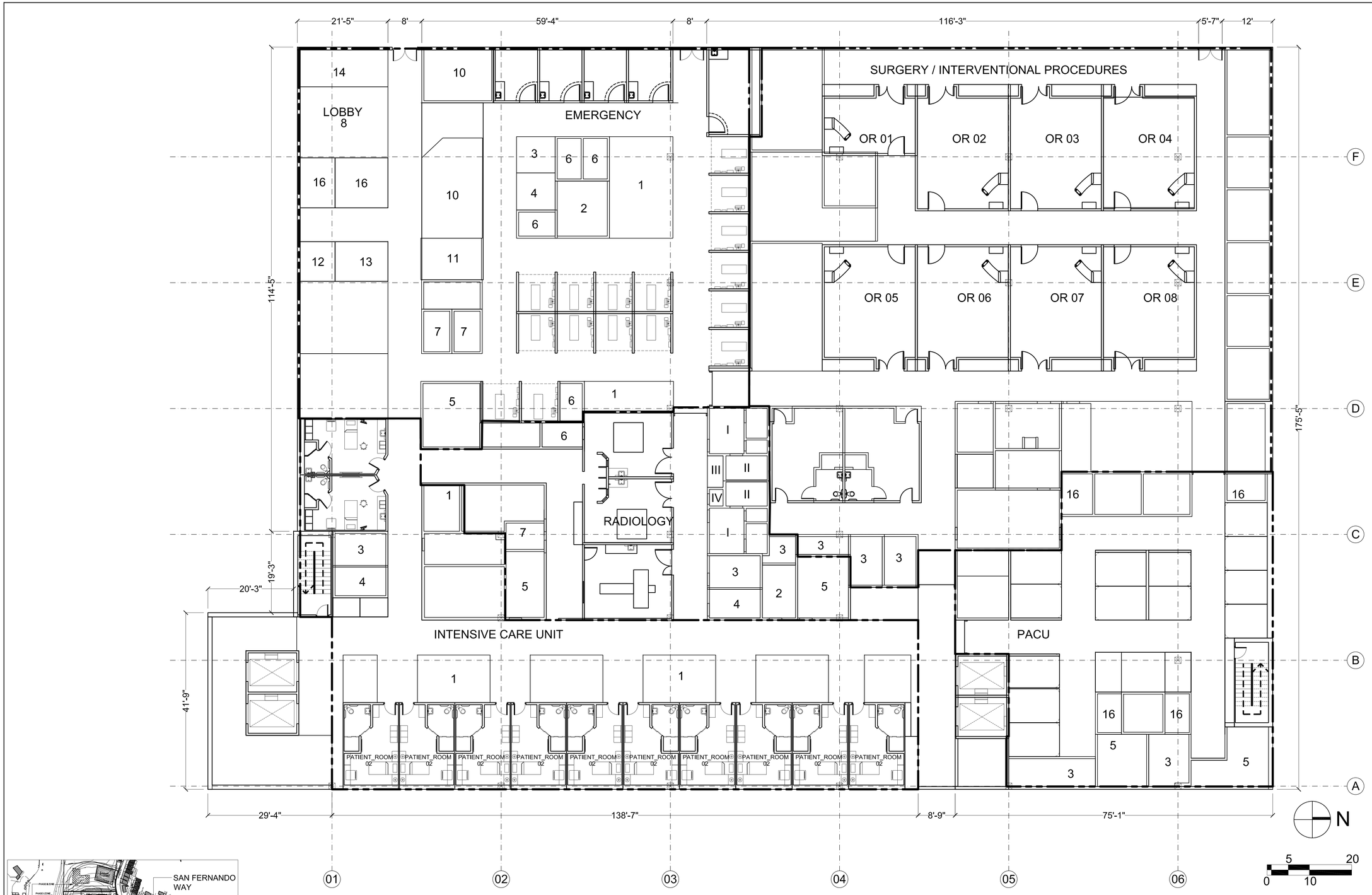
PROJECT NO.:

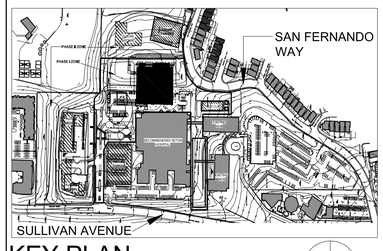
DRAWING:

GROUND FLOOR PLAN
(CONCEPTUAL)

SHEET:

Δ 1.2





KEY PLAN

N

SECOND FLOOR ACUTE PATIENT CARE HOSPITAL (LEVEL 2)

FLOOR AREA: 41,250 SQ.FT BGSF.

JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

	DATE	REMARKS

DATE:

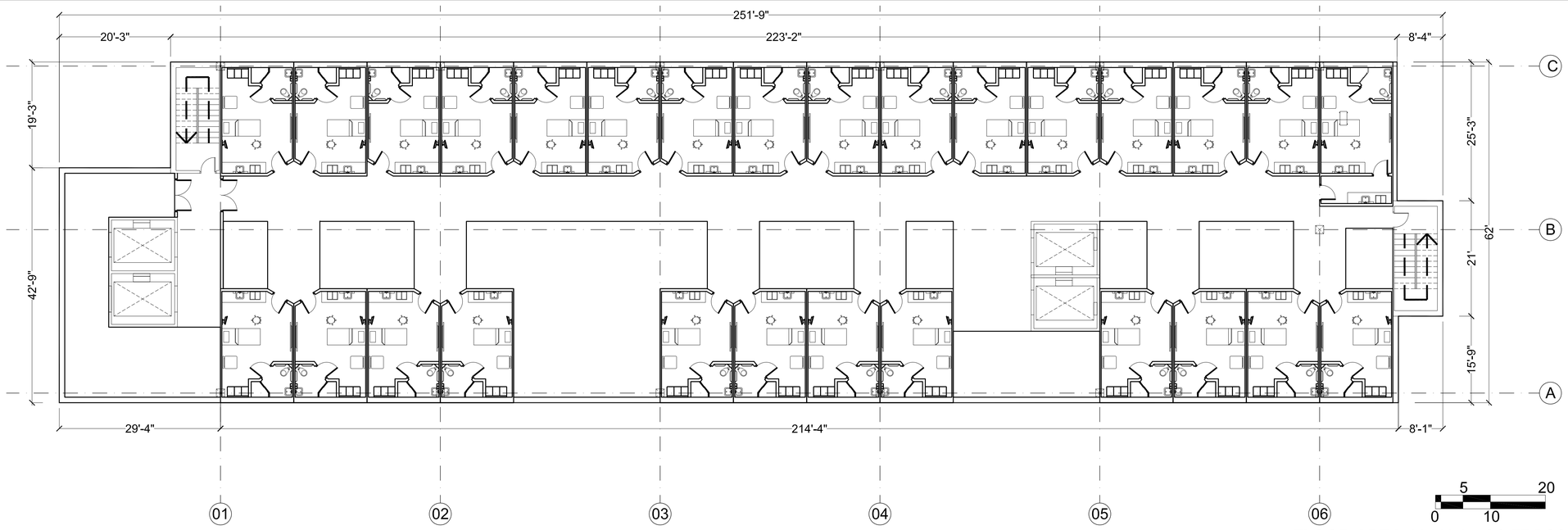
DRAWN BY:

PA/PM:

PROJECT NO.:

DRAWING:
2ND FLOOR PLAN
(CONCEPTUAL)

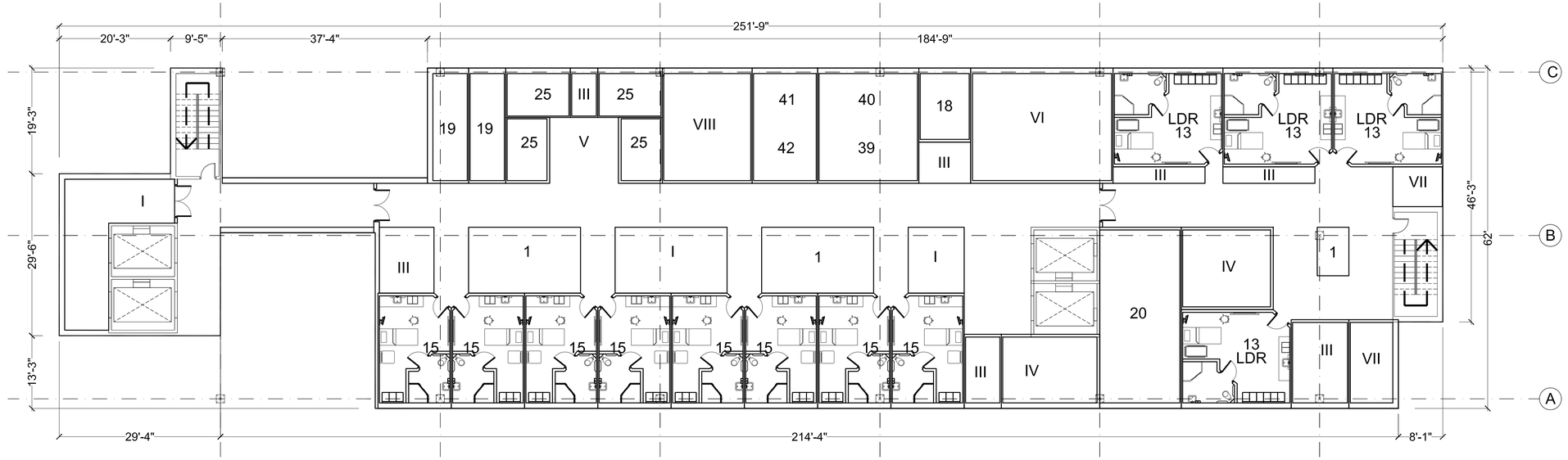
SHEET:
Δ 1.2



GENERAL ACUTE PATIENT FLOOR -TYPICAL (LEVELS 3-5)

BEDS: 28 MEDICAL/SURGICAL

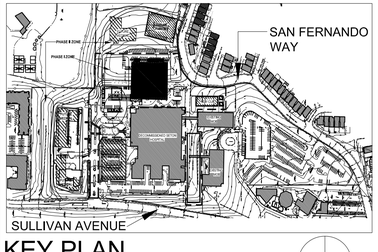
FLOOR AREA:14,880.95 SQ.FT BGSF.



PERINATAL ACUTE PATIENT FLOOR (LEVEL 6)

BEDS: 8 POSTPARTUM, 4 LABOR DELIVERY RECOVERY

FLOOR AREA:13,054.84 SQ.FT BGSF.



KEY PLAN

N

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

DATE	REMARKS

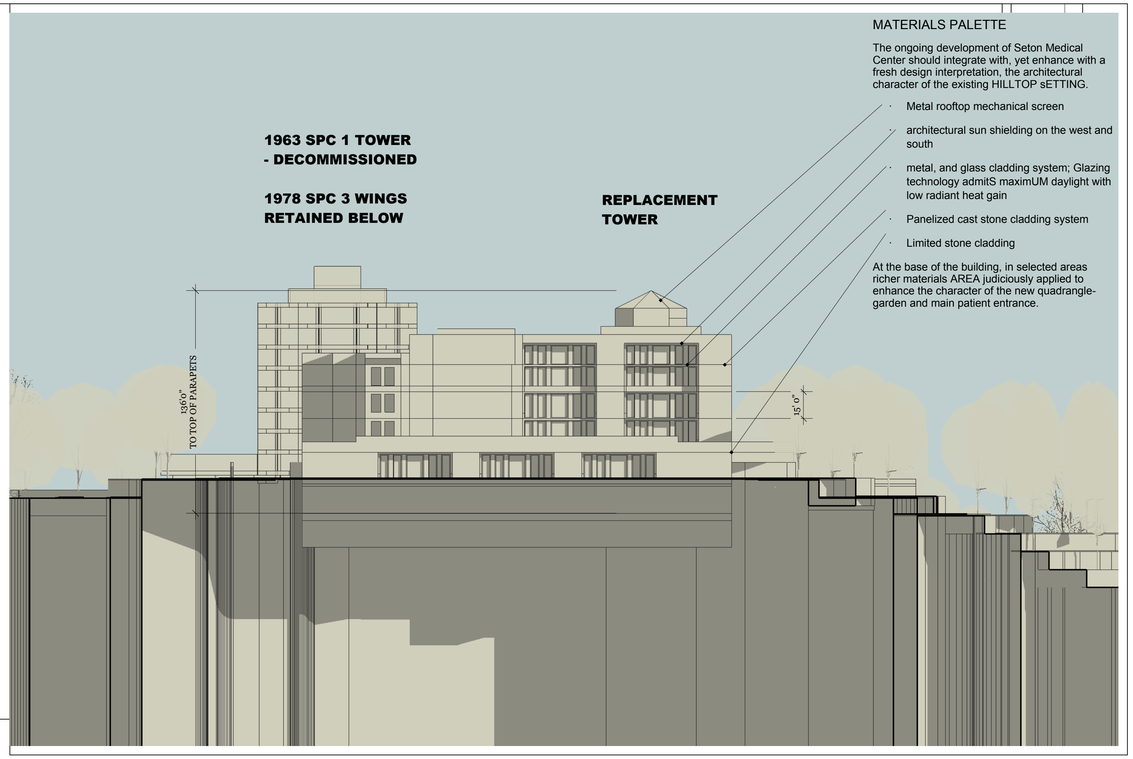
DATE:	08/12/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:

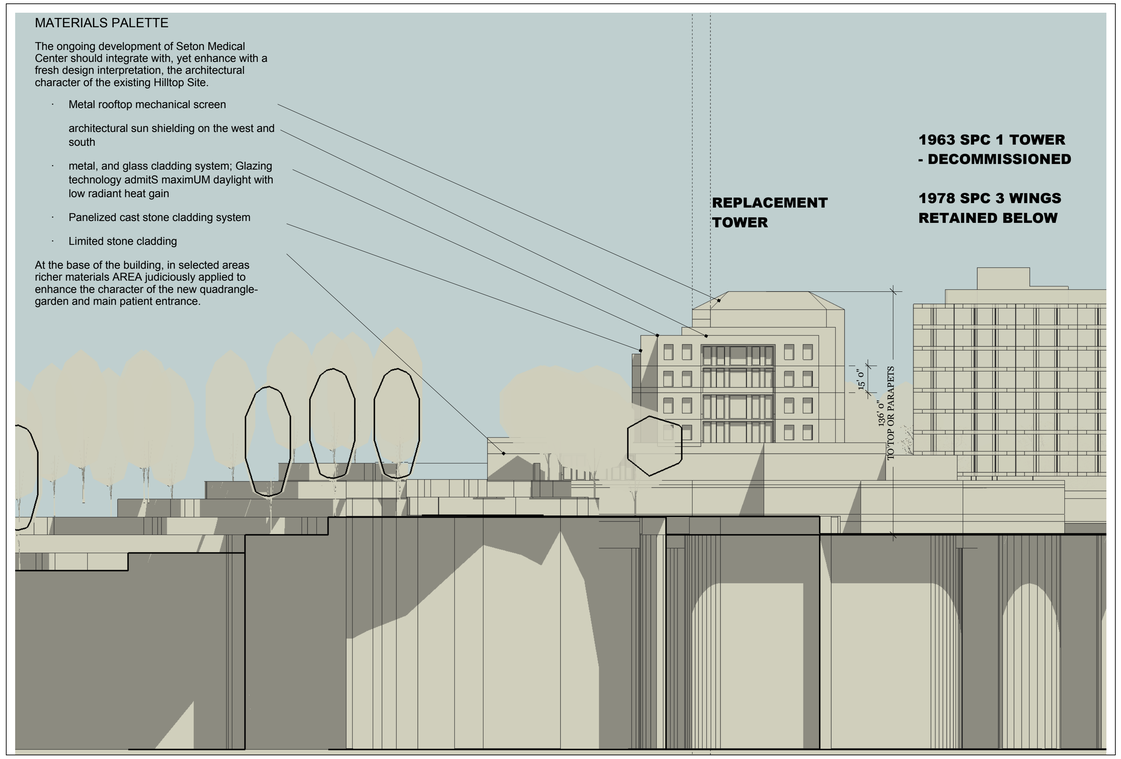
FLOOR PLANS
(CONCEPTUAL)

SHEET:

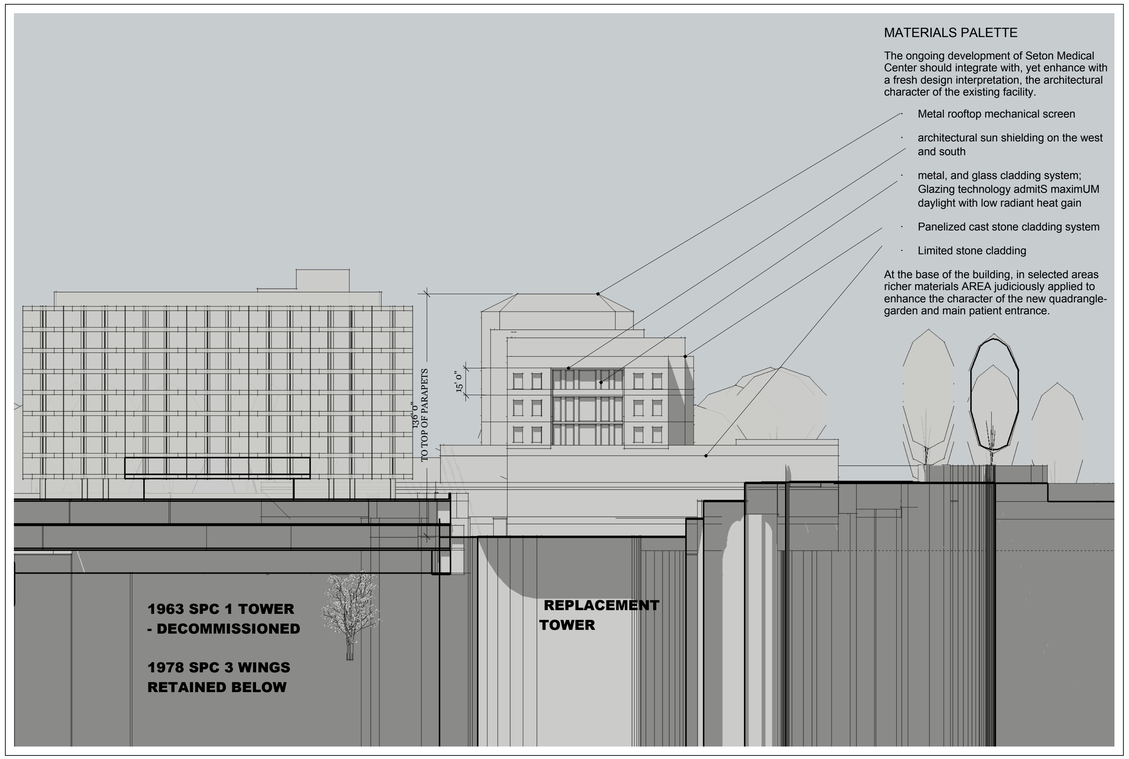
Δ 1.2



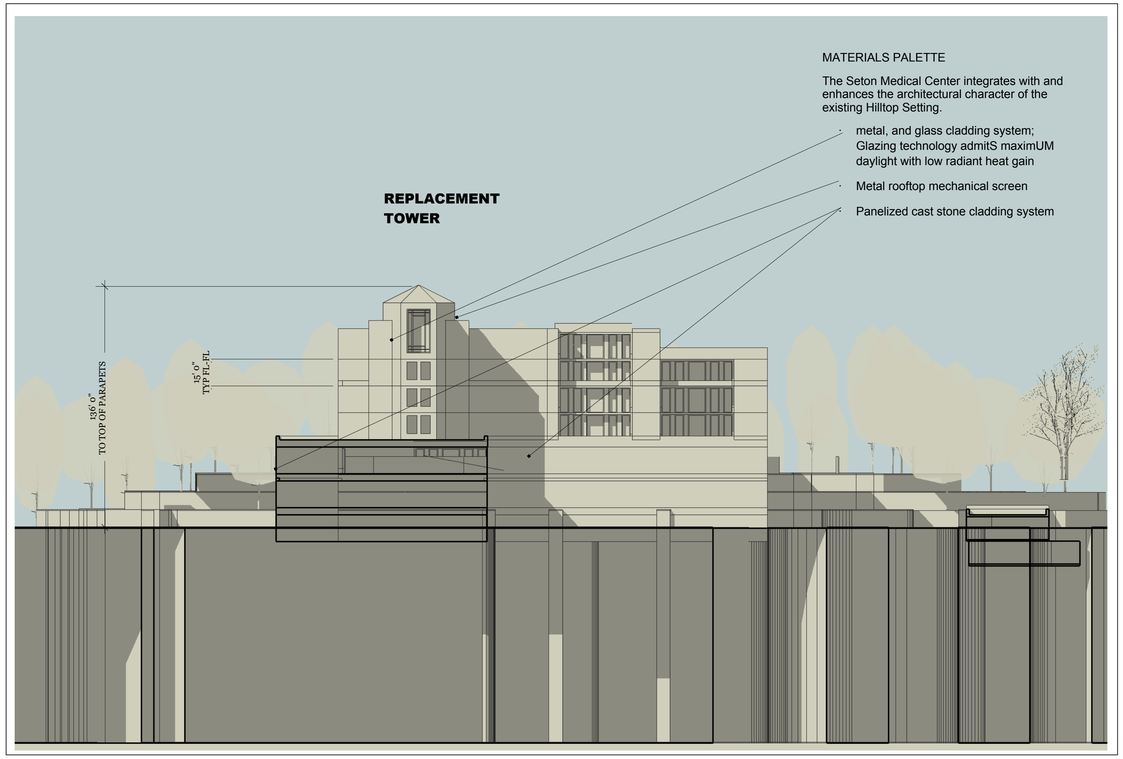
WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION

REVISIONS

	REMARKS	08/20/2014
1		
2		
3		
4		
5		

JENSEN + PARTNERS

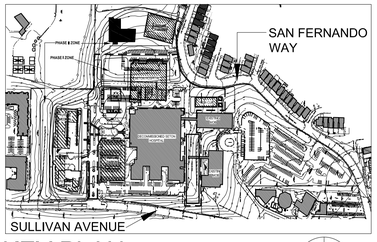
SETON MEDICAL CENTER: RECONSTRUCTION PROJECT

NEW ACUTE CARE FACILITY ELEVATIONS
1" = 40'-0"

A | 001

FIRST FLOOR

FLOOR AREA: 19,446.66 SQ.FT BGSF.



KEY PLAN

N

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

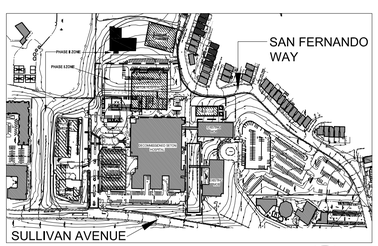
ACUTE PSYCHIATRIC HOSPITAL

DATE	REMARKS

DATE:	08/12/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
FLOOR PLANS (CONCEPTUAL)

SHEET:
Δ 1.3



KEY PLAN

N

TYPICAL FLOOR (LEVELS 2-4)

BEDS: 20 ACUTE ,10 INTENSIVE CARE

FLOOR AREA: 18,976.65 SQ.FT BGSF.

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

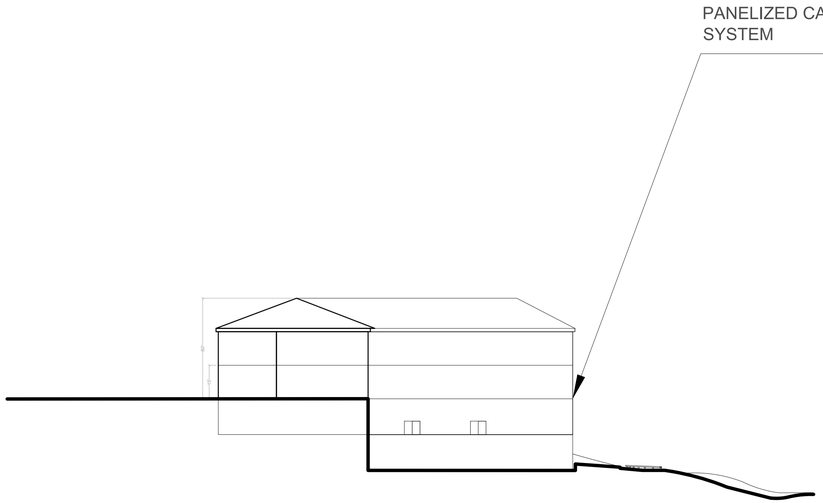
ACUTE PSYCHIATRIC HOSPITAL

DATE	REMARKS

DATE:	08/12/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

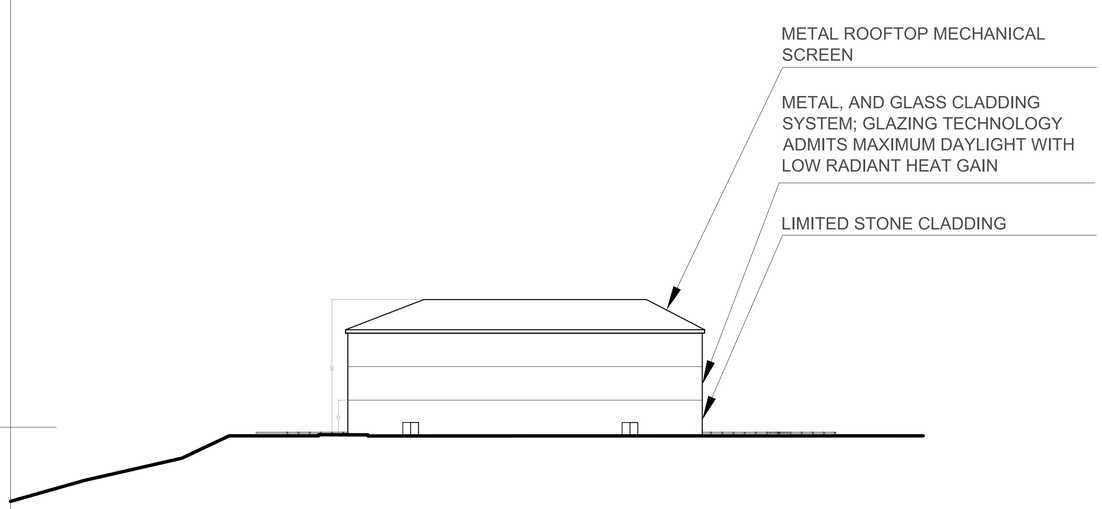
DRAWING:
FLOOR PLANS
(CONCEPTUAL)

SHEET:
Δ 1.4

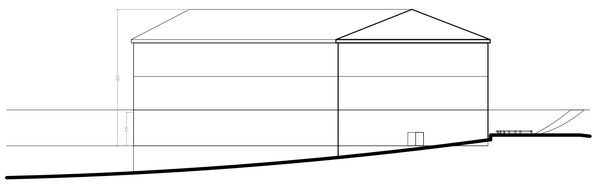


NORTH ELEVATION: PSYCHIATRIC HOSPITAL

MATERIALS PALETTE

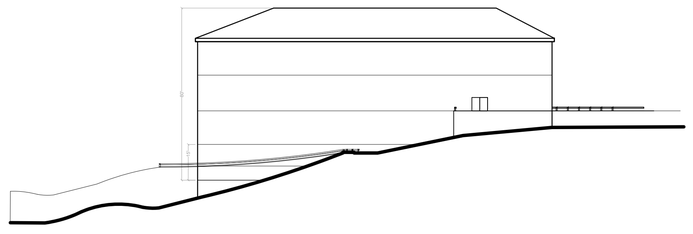


EAST ELEVATION: PSYCHIATRIC HOSPITAL



WEST ELEVATION: PSYCHIATRIC HOSPITAL

SCALE $\frac{1}{32}$" = 1'-0"



SOUTH ELEVATION: PSYCHIATRIC HOSPITAL

JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

	DATE	REMARKS

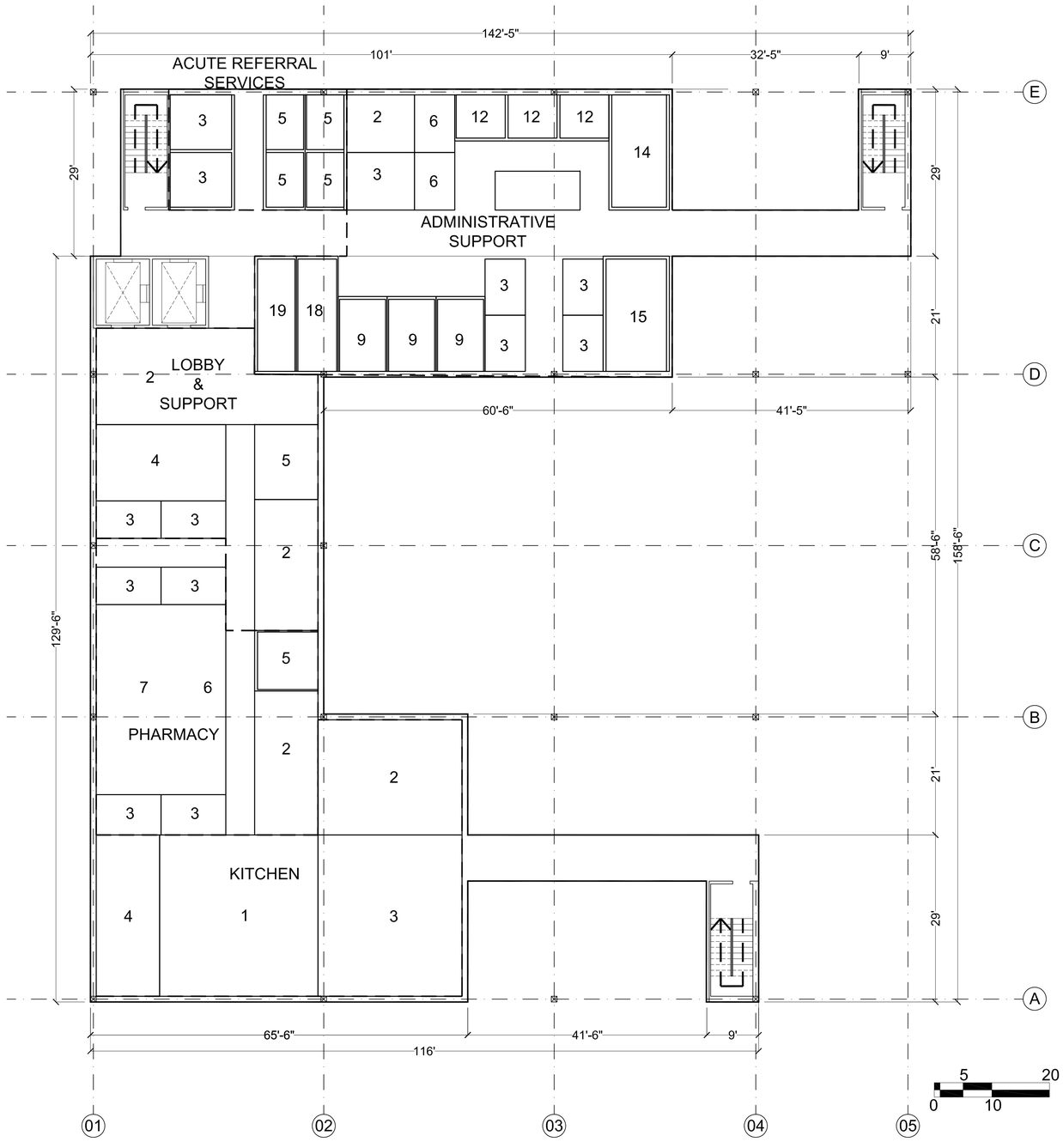
DATE:
DRAWN BY:
PA/PM:
PROJECT NO.:

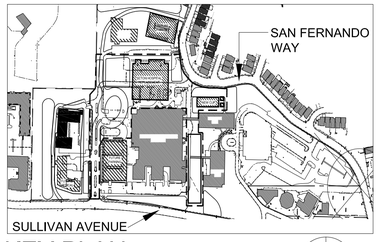
DRAWING:

ELEVATIONS
(CONCEPTUAL)

SHEET:

Δ 1.2





KEY PLAN

N

ASSISTED LIVING FIRST FLOOR

AREA:11,658.94 Sq.ft BGSF

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

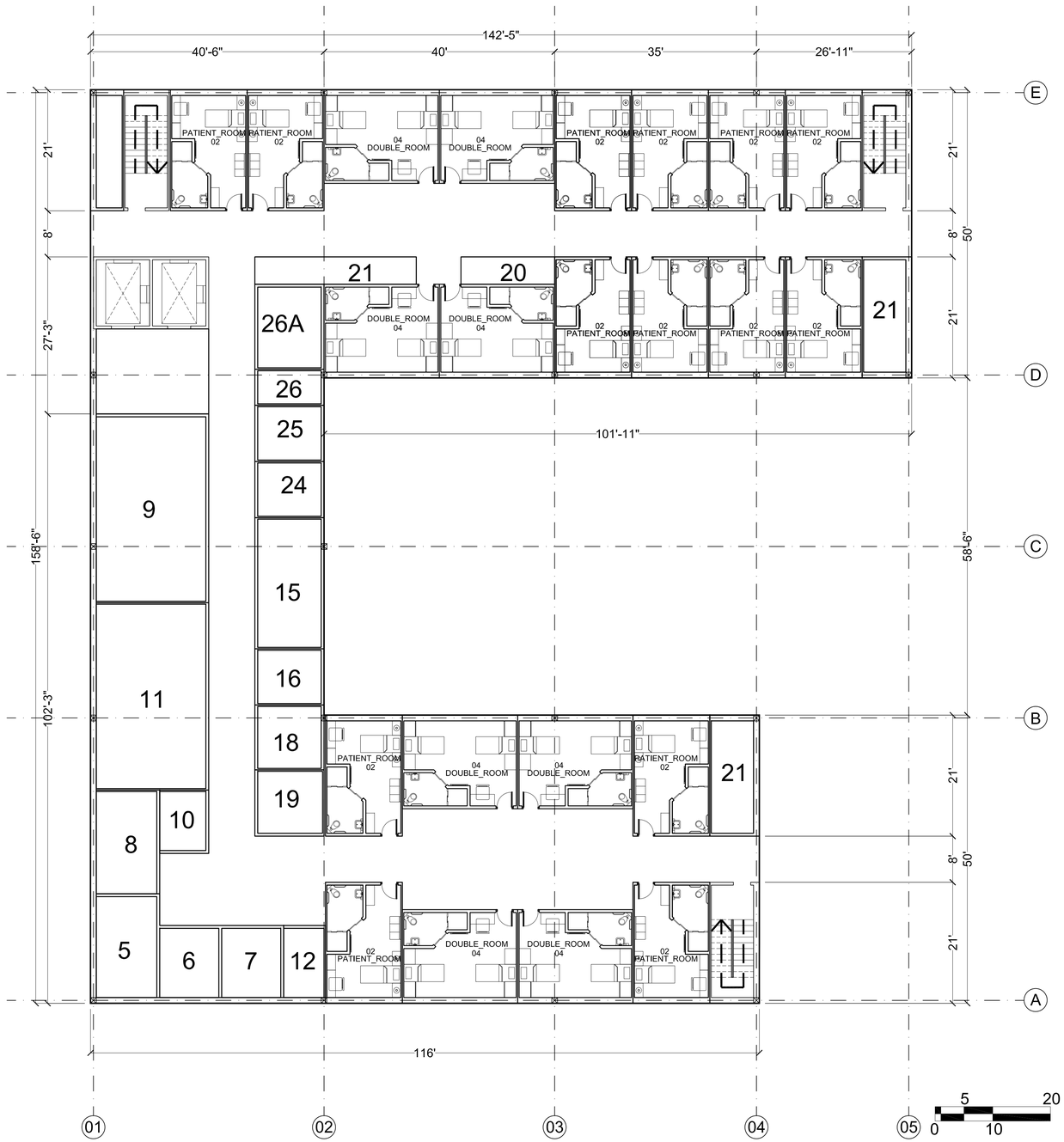
ASSISTED LIVING MEMORY CARE

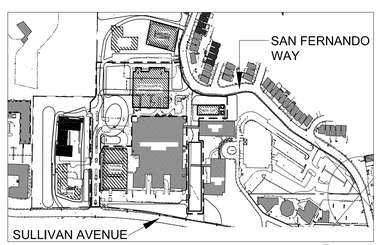
DATE	REMARKS

DATE:	08/18/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
FLOOR PLANS 1
(CONCEPTUAL)

SHEET:
Δ 1.2





KEY PLAN

N

ASSISTED LIVING TYPICAL FLOOR (LEVEL 2-6)

BEDS: 14 SINGLE BEDS, 8 DOUBLE BEDS

AREA:15,290.08 Sq.ft BGSF

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

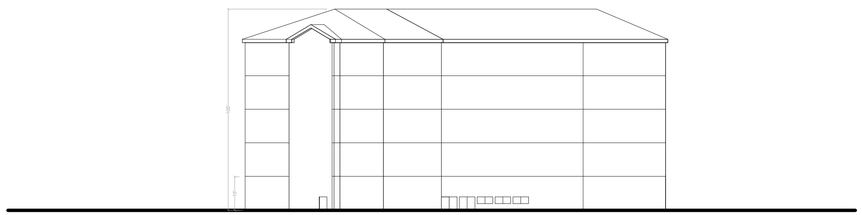
ASSISTED LIVING MEMORY CARE

	DATE	REMARKS

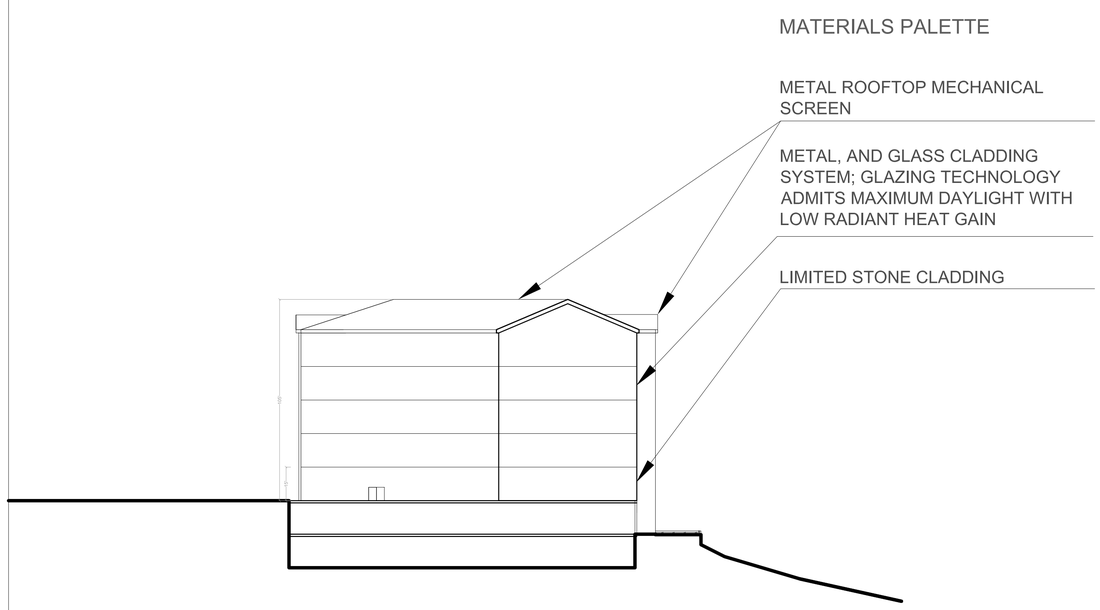
DATE:	08/18/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
FLOOR PLANS 2
(CONCEPTUAL)

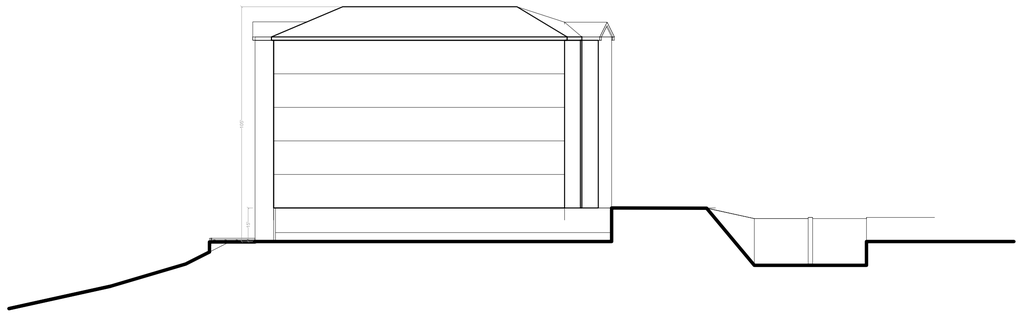
SHEET:
Δ 1.3



NORTH ELEVATION: ASSISTED LIVING / MEMORY CARE

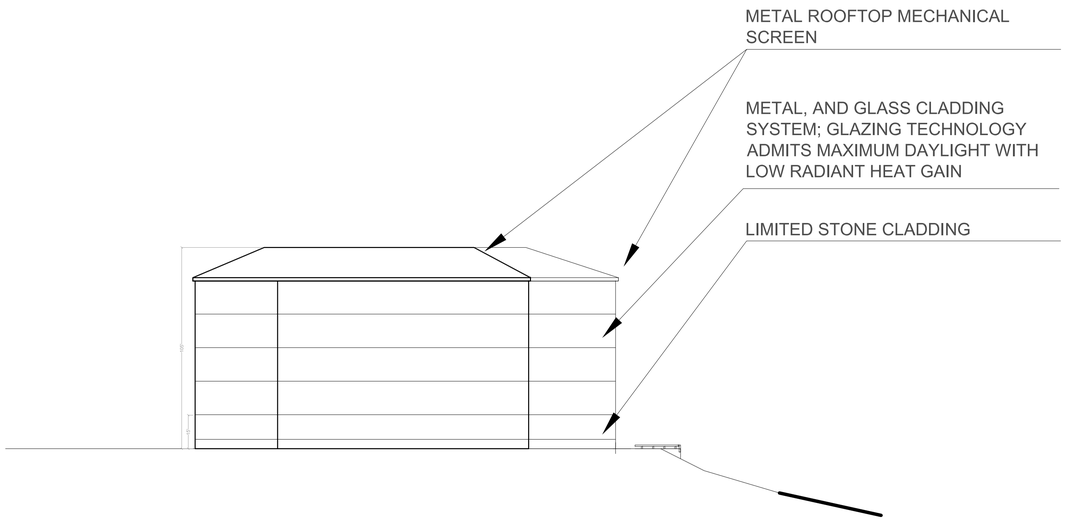


EAST ELEVATION: ASSISTED LIVING / MEMORY CARE



WEST ELEVATION: ASSISTED LIVING / MEMORY CARE

SCALE $\frac{1}{32}$" = 1'-0"



SOUTH ELEVATION: ASSISTED LIVING / MEMORY CARE

JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

	DATE	REMARKS

DATE:

DRAWN BY:

PA/PM:

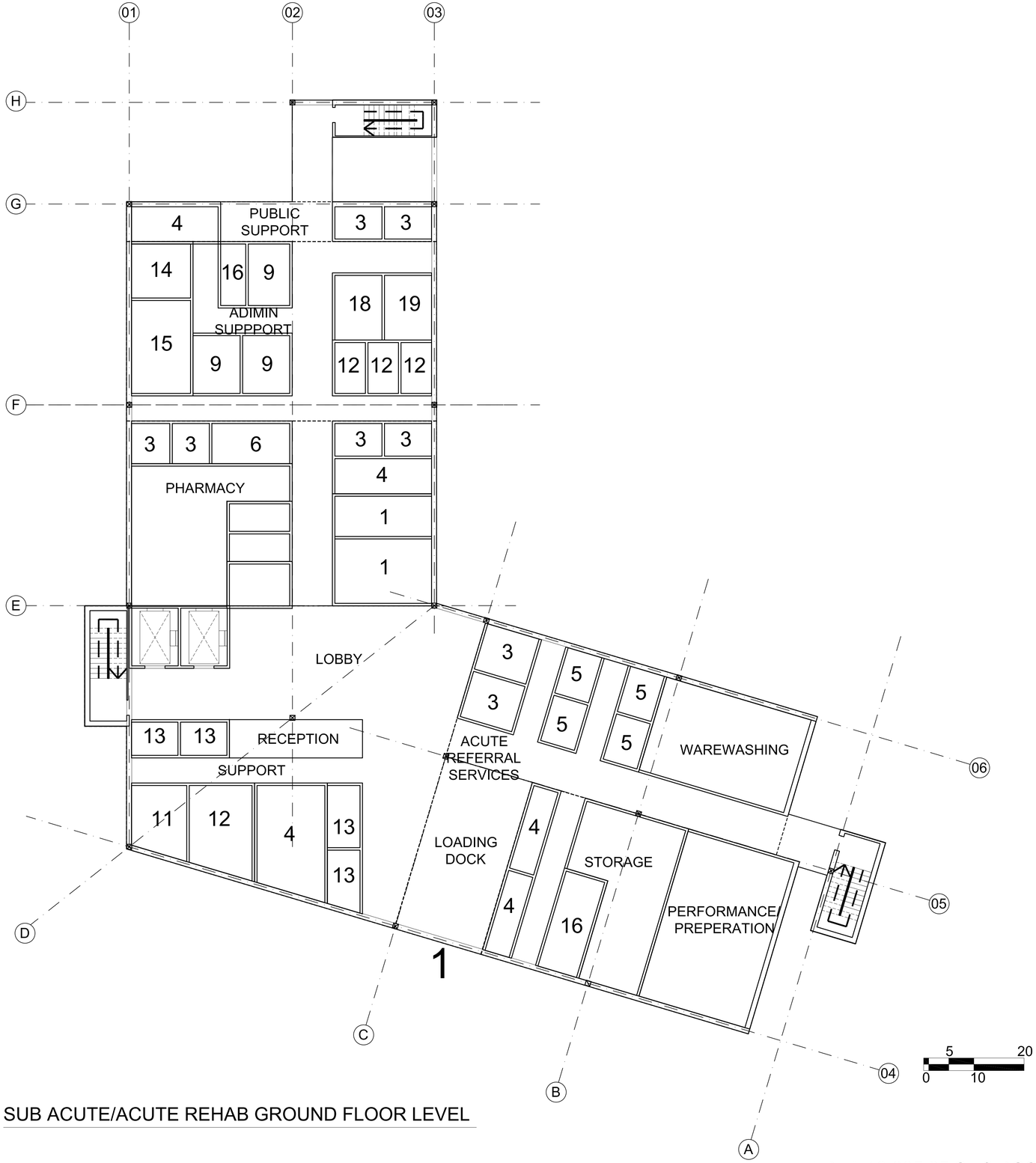
PROJECT NO.:

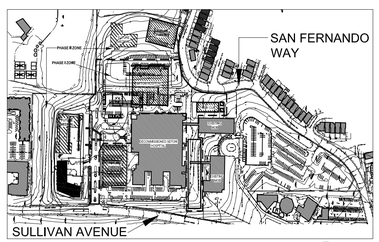
DRAWING:

ELEVATIONS
(CONCEPTUAL)

SHEET:

Δ 1.2





KEY PLAN

N

SUB ACUTE/ACUTE REHAB GROUND FLOOR LEVEL

AREA:13,995.25 Sq.ft BGSF

N

JENSEN PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

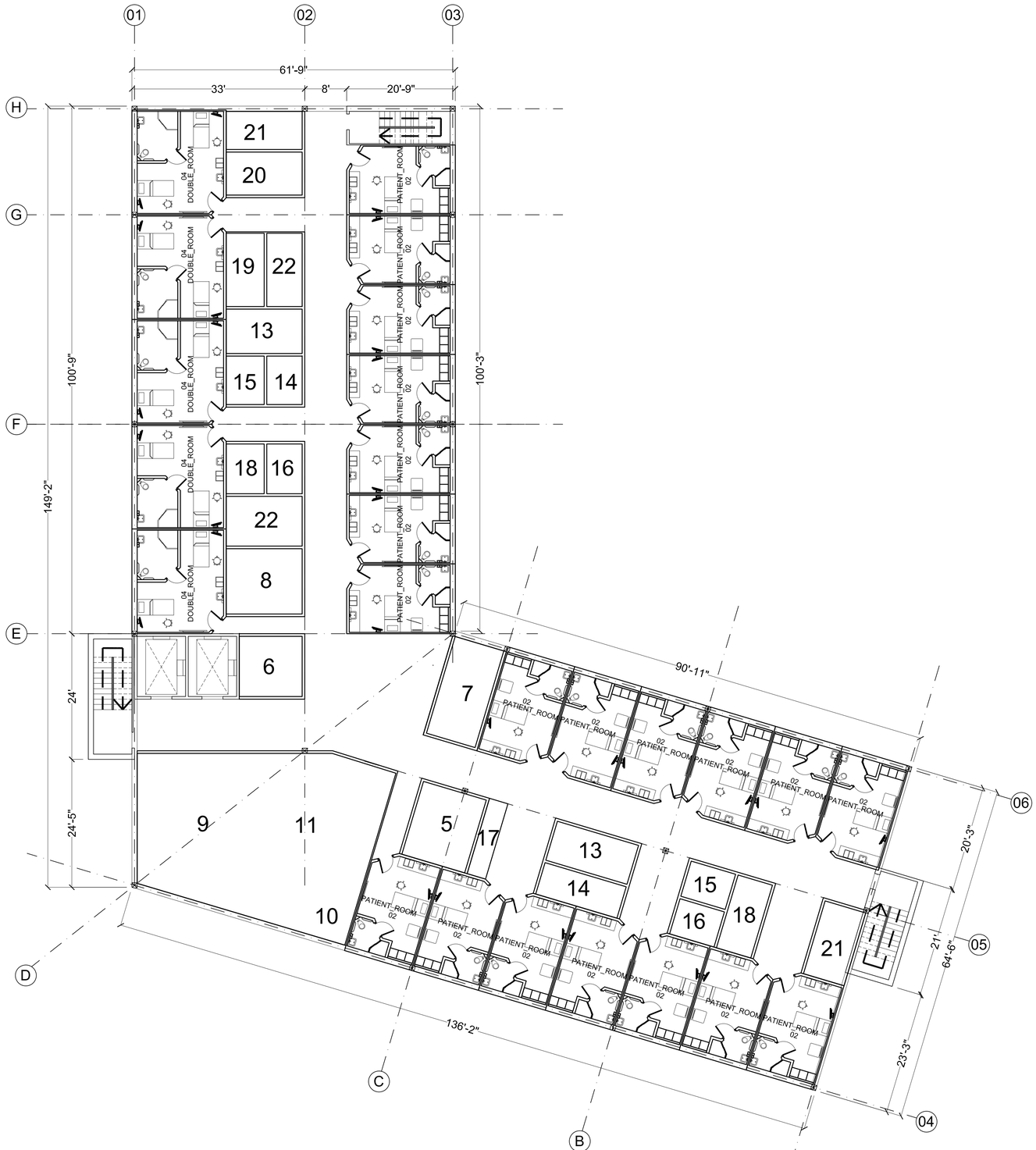
SUB ACUTE /ACUTE REHAB

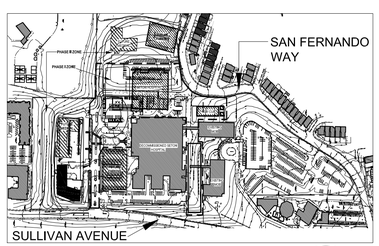
	DATE	REMARKS

DATE:	08/20/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
FLOOR PLANS 1
(CONCEPTUAL)

SHEET:
Δ 1.5





KEY PLAN

N

SUB ACUTE/ACUTE REHAB TYPICAL FLOOR (LEVEL 2-5)

BEDS: 20 SINGLE BEDS, 5 DOUBLE BEDS

5 20
0 10

AREA:14,427.22 Sq.ft BGSF

N

JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

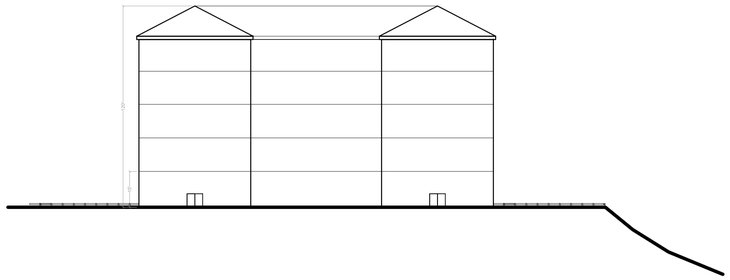
SUB ACUTE /ACUTE REHAB

DATE	REMARKS

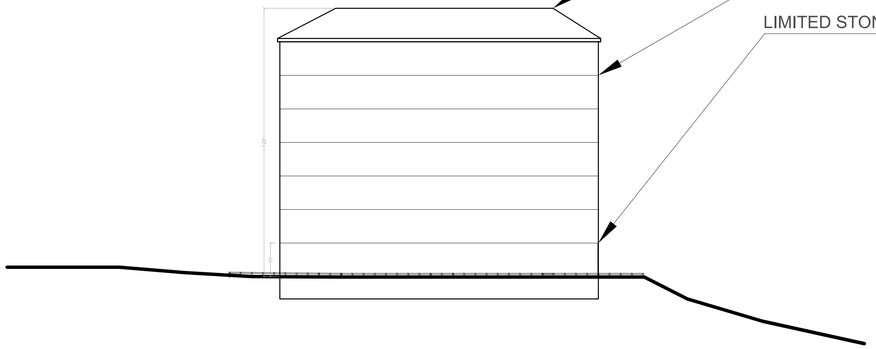
DATE:	08/20/2014
DRAWN BY:	R.B.
PA/PM:	T.Y.
PROJECT NO.:	

DRAWING:
FLOOR PLANS 2
(CONCEPTUAL)

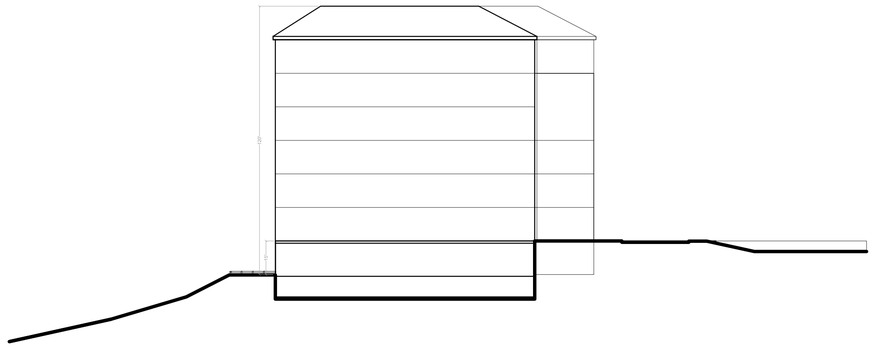
SHEET:
Δ 1.4



NORTH ELEVATION: SUB ACUTE HOSPITAL / ACUTE REHAB

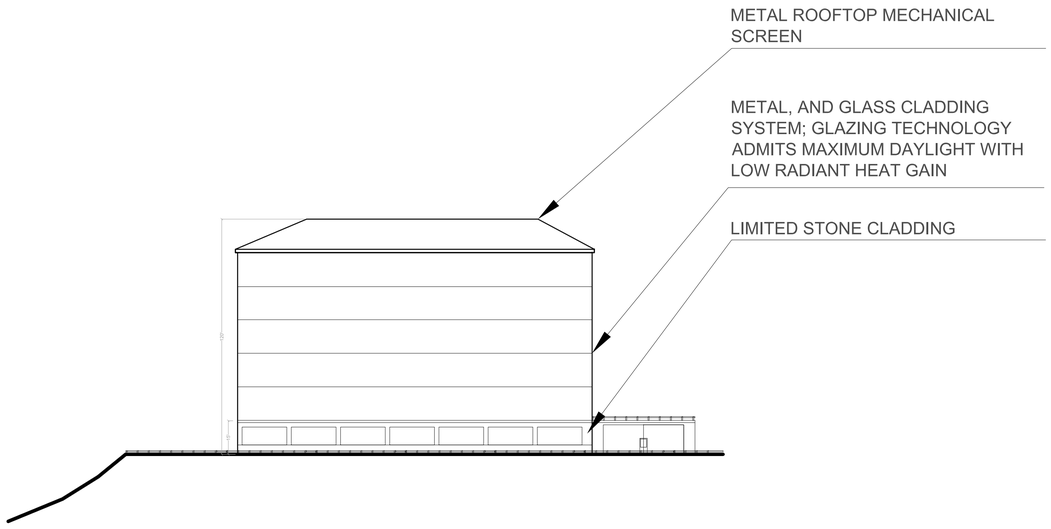


EAST ELEVATION: SUB ACUTE HOSPITAL / ACUTE REHAB



WEST ELEVATION: SUB ACUTE HOSPITAL / ACUTE REHAB

SCALE $\frac{1}{32}$" = 1'-0"



SOUTH ELEVATION: SUB ACUTE HOSPITAL / ACUTE REHAB

JENSEN + PARTNERS
950 So. Grand Avenue
4th Floor
Los Angeles, CA 90015

CONSULTANT:

STAMP:

AGENCY STAMP:

KEY PLAN:

SETON MEDICAL CENTER
1900 SULLIVAN AVENUE
DALY CITY, CA 94015

GENERAL ACUTE CARE
REPLACEMENT CENTER

	DATE	REMARKS

DATE:

DRAWN BY:

PA/PM:

PROJECT NO.:

DRAWING:

ELEVATIONS
(CONCEPTUAL)

SHEET:

Δ 1.2

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	November 4, 2015
Application:	Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292
Project Planner:	Tendai Mtunga, Associate Planner
Project Location:	4619 Brunswick Street (APN 003-210-160)
Project Description:	Construction of a five-story mixed-use apartment building comprised of 206 senior affordable apartments and 6,451 square feet of ground floor office/commercial space
Applicant:	Alexis Gevorgian, AMG and Associates 16633 Ventura Boulevard, Suite 1014 Encino, CA 91436
Property Owners:	The Church of Jesus Christ of Latter-Day Saints 50 East North Temple Street, 12th Floor Salt Lake City , Utah 84150
Environmental Assessment:	The project was reviewed pursuant to Section 21155.2 of the Public Resources Code (PRC), and a Sustainable Communities Environmental Assessment (SCEA) as specified under the California Environmental Quality Act (CEQA) streamlining provisions offered under SB375 for Transit Priority Projects.
Applicable Daly City Municipal Code Sections:	Chapter 17.20 – C-2 Heavy Commercial District Chapter 17.34 – Off-Street Parking and Loading Chapter 17.44 – Use Permits Chapter 17.45 – Design Review Chapter 17.52 – Density Bonus

Site Information

Property Sizes	Existing Use	Proposed Use	General Plan Designation	Current Zoning
1.15 acres	Vacant parcel	Senior apartment building	Commercial Mixed Use (CMU)	C-2 Heavy Commercial

Area Information

Land Use	**Zoning**
North: Retail/office use	C-1: Light Commercial
South: Public assembly and multifamily	C-2: Heavy Commercial and R-3 Multifamily Residential
West: Retail/office/auto detailing facility	C-2 Heavy Commercial
East: Vacant land and parochial school	C-2: Heavy Commercial and R-1 Single-Family Residential

Background

The applicant, Alexis Gevorgian, requests approval to construct a five-story mixed-use apartment building on a vacant parcel located on the north side of Brunswick Street, across from Chelsea Court (see Attachment A – Location Map). Because the project proposal involves a 100 percent affordable housing development, the applicant is requesting regulatory concessions related to the maximum building height and reduced usable open space.

In consideration of the concession requests, the Affordable Housing Council Committee reviewed the project on two occasions. A preliminary meeting was held to direct the applicant as to whether a General Plan amendment application was required for the project. At that time, the project consisted of 227 units in roughly the same building configuration (five stories over a two-level parking garage). Because the project provided an insufficient amount of retail/office space to qualify it as a "mixed–use development," as mandated by the General Plan, the Committee directed the applicant to either apply for a General Plan amendment to the Residential Very High Density (R-VHD) designation or amend the project to include a retail/office component.

A second meeting was held to discuss the applicant's request for regulatory concessions based on a revised project consisting of 206 apartments and an 11,100 square foot retail/office component at the street-level. Although the Committee expressed support for the revised project, the Committee directed the applicant to reduce the retail/office space and provide an increase to the square feet devoted to the resident amenity area at the street level. As an outcome of the second committee meeting, the project's street-level floor plan has been revised to include a 4,804 square foot resident amenity area, an increase from the 2,120 square feet initially reviewed by the committee.

Due to a shift from retail square feet to amenity square feet, a regulatory concession initially sought by the applicant related to required parking is no longer necessary as the project meets the Zoning Ordinance parking requirement without it.

Project Overview

The proposed building would be comprised of 206 affordable senior apartments, 6,451 square feet of street-level retail/office space, 4,804 square foot resident amenity area, and a 2,719 square foot leasing office (see Attachment B – Project Plans). Construction would include one five-story mixed-use building with a two-story (partially underground) parking garage. The mixed-use building would be 132,880 square feet (exclusive of the parking garage) on a 1.15 acre site, representing a 2.6 floor area ratio (FAR).

A total of 59 off-street parking spaces are proposed, all which would be located in the two-level (partially underground) parking garage beneath the building. Each parking level would have a separate entrance from Brunswick Street. The lower level ("Level 1"), which would be accessed by the most westerly garage entry, would provide 32 parking spaces. The upper level garage ("Level 2"), which would be accessed via a driveway entry along the northeastern property line, would provide 27 spaces. For the convenience of building residents, the applicant is providing two electric car charging stations on each garage parking level.

Pedestrian access from the apartments to the garage would be provided by three separate stair towers. In addition, the applicant is proposing three elevators which will service all floors and both parking levels. Within the upper garage level is the building's trash receiving and storage area which would be designed in accordance with Allied Waste requirements for solid waste and recyclable materials. This refuse receiving area is connected vertically to the apartments above by two dedicated garbage chutes which would be located within specifically designated trash rooms on each floor.

Pedestrian access to the apartments from the sidewalk would be through the main entry lobby directly adjacent to the office and directly accessible off the sidewalk at Brunswick Street. Security will be designed into the project so controlled access can be maintained for the safety of residents. This office and lobby area will also serve as a primary mail and parcel receiving area for the project. Directly above the second story parking garage, the applicant is proposing a retail/office use accessible from the ground floor elevator lobby adjacent to the leasing office.

To the southeast of this proposed retail/office space would be the project's leasing office and amenity area. As designed, the proposed leasing office would be approximately 2,700 square feet and directly accessed off of the main elevator tower lobby. The primary utilization of this space would be to transact lease agreements, address resident occupancy issues, and maintain records within secure, lockable storage rooms. This office would be provided with natural lighting through windows that would look out onto Brunswick Street.

In terms of open space, the proposed building would provide two separate exterior courtyards, one at the easterly portion over the third floor commercial space and a second, more linear space at the westerly portion of the site. These areas would provide professionally designed exterior amenities accessed from within the building. Both will be provided with bench seating adjacent to landscape planter areas and have ornamental tree plantings appropriate to the scale of the space. The easterly exterior patio would provide a covered trellis and bench seating area.

Also, directly adjacent to both the proposed retail/office space and leasing office, the project will have approximately 4,800 square feet of amenity area. The area is planned to have a great room for resident meetings and socialization that may include some of the following: a kitchen (non-commercial grade) for resident's use, a business office space, media room with designated sound and video system and theatre-style seating, a possible game room and smaller, individual spaces for contemplation and discovery. This area would also include restrooms and be designed with commercial grade interior finishes on all surfaces, for example, tile flooring, specialty lighting and commercial loom grade carpeting or carpet tiles. Within this amenity area will be dedicated a minimum of 1,500 square feet designed for a Senior Community Center. Also within this area there will be a Community Wellness Center for educating and promoting wellness.

In association with constructing the apartment building, the applicant would complete improvements in the public right-of-way, including undergrounding utilities, installing a new sidewalk, and installing street trees with decorative tree grates similar to those approve for the 6800 Mission Street mixed-use building or those found in front of the Peninsula Del Rey apartment building on Pierce Street.

Request for Regulatory Concessions

As indicated in the plans, each of the 206 apartments would consist of a 438 square foot studio (open floorplan with no bedrooms). All apartments within the building would be income-restricted and age-restricted for occupancy by persons 62 years of age or older. Due to the affordable nature of the project, the applicant is requesting regulatory concessions related to the maximum building height and reduced usable open space (see Attachment C – Request for Regulatory Concessions).

The two requested concessions are as follows:

1. A concession for a building height deviation from the 36-foot maximum height specified in the C-2 Heavy Commercial zoning district to a height variation of 50 feet in some locations to 75 feet in others.

2. A concession for reduced usable open space to that which is currently proposed, i.e., 3,808 square feet of outdoor open space, i.e., "upper courtyard," 4,804 square feet of interior "amenity area," and 82 private balconies providing 50 square feet of open space each (4,100 square feet total), for a total of 12,712 square feet of open space. The Zoning Ordinance requires that 150 square feet of usable open be provided for each dwelling unit, or 30,900 square feet in the case of the proposed 206-unit project.

In consideration of the concessions request, Chapter 17.52 – Density Bonus of the Daly City Municipal Code authorizes the City Council to grant the requested concessions unless the concession is either: a) not required in order to provide for affordable housing costs, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Section 65915(c) of the Government Code; or b) would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

Use Permit

The applicant is required to obtain a use permit pursuant to Daly City Municipal Code (DCMC) Chapter 17.20.010C, mixed-use developments in the C-2 Heavy Commercial zoning district require use permit approval to allow residential in the building at the proposed density of 179 units per acre. Accordingly, staff has evaluated the project pursuant to the Title 17 (Zoning) and offers the following analysis:

Parking and Circulation

The project supplies the number of parking spaces required by the Zoning Ordinance through the provision of 59 spaces. The following table presents a summary of the Zoning Ordinance parking requirement and parking provision within the proposed building:

Use	Square Footage / Units	Requirement Factor	Total Regular Parking Requirement	Senior affordability reduction	Total Parking Required
Commercial	6,451 square feet	1 space per 300 square feet	22		22 spaces
Residential	206 studio apartments	1 space per unit	206	171 spaces (75 percent)	51.5 spaces
Total			228 spaces		73.5 spaces
			After Mixed-Use Parking Reduction (20 percent)		**59 spaces**

Without parking reductions for affordability, the project would require 228 parking spaces. However, pursuant to the Zoning Ordinance parking regulations, multifamily developments designed and intended for the exclusive occupancy of low income elderly persons are permitted a 75 percent parking reduction and mixed-use buildings are permitted a 20 percent reduction. This provision reduces the required parking by 171 spaces, resulting in the total parking requirement of 59 spaces, which equates to the number of spaces proposed.

As described in the *Discussion* section of this staff report, all of the project parking spaces are proposed in the two-level (partially underground) parking garage, each level having a separate entrance from Brunswick Street. Although either parking level could provide parking for the retail/office component of the project, the lower garage entrance would be more visible to patrons of this space. Staff is recommending a Condition of Approval that, should the applicant choose to install an electronic gate at either level, that the gate not restrict access to 18 spaces during business hours. The purpose for this restriction is to ensure that patrons to the retail/office portions of the building are provided off-street parking.

Building Height

The maximum allowed in the C-1 Light Commercial zone is 36 feet. The building height calculation is taken from an average of the building mid-point, at each of the four building elevations. Pursuant to the Zoning Ordinance, the maximum building height envelope is then tapered at 45-degree angle from the 36th foot, allowing for buildings that are taller than 36 feet, so long as they are recessed toward the site interior.

As proposed, the average building height of the proposed mixed-use building would vary between 50 feet in some locations to 75 feet in others, exceeding the maximum building height by as many as 39 feet (see Attachment D – Photosimulations). For this reason, the applicant has requested a development concession for the project related to height. Staff estimates that a strict

adherence to the mandated building height would result in the removal of the proposed third, fourth, and fifth floors of the building, which provide 126 units, resulting in the project only providing 80 units total.

Because the project would provide 100 percent of the total number of units to low-income households, the City must provide at least one concession to allow for the construction of a low-income project. The applicant has requested that the City grant two concessions, one being the building height deviation from the maximum permissible 36 feet height. In compliance with State law, staff is recommending that the Planning Commission and City Council grant the building height concession.

Development Intensity

The General Plan Future Land Use Map designates the project site as C-MU Commercial Mixed-Use, which anticipates residential intensification along and adjacent to the Mission Street Corridor. As described in the General Plan Land Use Element, the floor area ratio (FAR) for land uses within the corridor typically ranges between 1.0 and 6.0. The proposed building with 132,880 square feet on a 1.15-acre development site represents a 2.6 FAR, well within the 6.0 FAR anticipated by the General Plan.

The project's proposed density is 179 dwelling units per acre (179 du/ac). As the General Plan establishes no maximum residential density for properties with the Commercial Mixed-Use designation, the maximum allowable density is largely driven by building height, which was discussed in the previous section. Should the City Council ultimately grant a regulatory concession related to building height, the allowance would also permit the proposed density.

In consideration of the proposed density, the Planning Commission should be aware that, as a matter of comparison, the proposed age-restriction studio apartments would be significantly smaller than many two- and three-bedroom apartments currently in the marketplace, many of which exceed 1,000 square feet. Due largely to their limited size and lack of a bedroom, it is very likely that the proposed studio apartments would be occupied solely by one- and possibly two-person households. For this reason, although the density appears extremely high, the building's *population* density would approximate that of a project that was half as dense, but provided two or three times the number of bedrooms.

Open Space

The Zoning Ordinance requires that 150 square feet of usable open space be provided for each dwelling unit, or 30,900 square feet in the case of the proposed 206-unit project. The applicant has currently proposed 12,712 square feet of open space in the following format: 3,808 square feet of outdoor open space, i.e., "upper courtyard," 4,804 square feet of interior "amenity area," and 82 private balconies providing 50 square feet of open space each (4,100 square feet total). The proposed open space provision is 18,188 square feet less than that required.

Because the project would provide 100 percent of the total number of units to low-income households, the City must provide at least one concession to allow for the construction of a low-income project. The applicant has requested that the City grant two concessions, one being the 18,188 square foot open space provision deviation. As indicated previously, the City's

Affordable Housing Council Committee directed the applicant to reduce the retail/office space and provide an increase to the square feet devoted to the resident amenity area at the street level. The project's street-level floor plan has therefore been revised to include a 4,804 square foot resident amenity area, an increase from the 2,120 square feet initially reviewed by the Committee.

In compliance with State law and based on the applicant's compliance with the Committee's direction, staff is recommending that the Planning Commission and City Council grant the open space concession. With the intent of off-setting the *amount* of open space provided, staff has recommended Conditions of Approval related to the quality and scope of services that would be provided to building residents. Examples of these services would include health screenings, social events, recreational activities, and educational opportunities. Resident services programming would be focused on wellness, empowerment, and quality of life.

Design Review

The applicant has proposed contemporary exterior architecture for the building, which will be visually prominent from the Top of the Hill and adjacent residential neighborhoods. The proposed façades contain a number of key architectural features, the most prominent of which would be the northern stair tower monolith along Brunswick Street. This feature would be clad in stucco, painted a visually prominent blue with an orange complementary accent band inset at the parapet line, and receive vertical windows, purposely off set from each other to add design interest.

As a means to break up the massing of what is a very large and linear structure, the project architect has developed vertical architectural elements to provide visual articulation along the building's exterior walls. These elements, which mimic large bay windows, would be stepped back from one another both vertically at the parapet and horizontally along the plane of the exterior walls. The elevation inset, which would be stucco, would be painted off-white, while the vertical elements would receive smooth siding panels and painted in a brown/mustard color to provide contrast and visual relief with the off-white inset. Staff believes the two finishes, i.e., stucco and smooth siding, would provide sufficient visual interest and articulation, while also creating distinct and attractive shadow lines at material interfaces.

The proposed rooflines also add design interest primarily at the top of the building wall above the building pedestrian entry, where the parapet for the off-white stucco and brown/mustard panels terminates at the easterly end of the building into deep parapet overhang. This parapet overhang, as engineered, would also offset the bold orange band at the top of the blue lobby monolith.

Windows for the individual units are proposed to be commercial-grade vinyl, similar to the windows in the nearby 88 Hillside building. They would be double-paned, insulated, and, where appropriate, provided with acoustical film. Windows at the commercial components and along the entry lobby will be commercial-grade aluminum storefront windows.

Staff is satisfied with the building architecture and recommends no Conditions of Approval other than the plans submitted for building permit reflect potential sign locations for retail/office tenants, that all building signs remain at the street level, and that signs be incorporated to guide

retail/office patrons to appropriate parking level, i.e., unencumbered by a gate during retail/office hours.

Zoning Ordinance and General Plan Consistency

The site is zoned C-2 Heavy-Commercial with a General Plan Land Use designation of Commercial – Mixed Use (C-MU). This C-2 zoning and C-MU land use designation allow residential and retail/office uses in the same building, subject to use permit and design approval.

As discussed in the preceding use permit analysis, the floor area ratio (FAR) for land uses within the C-MU designation typically ranges between 1.0 and 6.0. The proposed building with 132,880 square feet on a 1.15-acre development site represents a 2.6 FAR, well within the 6.0 FAR anticipated by the General Plan. Additionally, the property is identified in the General Plan Housing Element as a potential housing site and was communicated in the list of sites the City used to satisfy its portion of the Regional Housing Need Allocation (RHNA). The Housing Element indicates the site having the capability for at least 58 units and 206 are proposed. Due to the proposed density exceeding 30 dwelling units per acre and the deed restricted affordability associated with the proposal, all of the units would qualify as meeting the City's affordable housing obligation under the RHNA for the 2014 – 2022 Planning Period.

Aside from the Housing Element, the General Plan encourages infill housing in existing neighborhoods on underutilized sites, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. The subject site is situated adjacent to existing apartments, an assembly use, retail/office/service uses, and a parochial school. Residential development is the highest and best use for the subject property given its size and shape, and these adjacent uses.

Utility Providers

The subject property is located within a fully urbanized area with all public services likely capable of serving the development. However, as a Condition of Approval, the City has required that the applicant develop water and sewer studies to identify where upgrades to existing utilities may be required. Any upgrades in the system deemed necessary will be the applicant's responsibility.

Utility	***Provider***
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Astound! Cable Services
Fire/Police Protection	North County Fire Authority/City Daly City

Fiscal Analysis and Impacts

The construction of 206 senior affordable apartments will add an incremental demand for City services. Prior to project completion, the project applicant will be required to pay building permit, plan check, and AB 1600 fees to the City.

Environmental Assessment

After completing an initial study for the project, staff has determined that adoption of a Sustainable Communities Environmental Assessment (SCEA) and Mitigation Monitoring and Reporting Program (MMRP) for the project is appropriate pursuant to Section 21155.2 of the Public Resources Code (PRC), as specified under the California Environmental Quality Act (CEQA) streamlining provisions offered under SB375 for Transit Priority Projects. The Draft SCEA and MMRP identify a number of mitigation measures applicable to the subject project, including the following:

1. Prior to the issuance of building permits the project applicant shall pay fair share fees for the implementation of improvements at the Hillside Boulevard / Brunswick Street intersection. The project adds 32 trips to the intersection during the A.M. peak hour. The total volume through the intersection under Cumulative Plus Project condition is 1,553 trips during that time period. Thus, the proposed project's fair share is 2.1 percent of the improvement cost.

2. The proposed project would replace a 320 foot section of wastewater pipe to accommodate the proposed project.

3. A geotechnical investigation would be performed to evaluate potential impacts from liquefaction, lateral spreading, landslides, and expansive soils.

A copy of the Draft SCEA and MMRP are provided as Attachments E and F, respectively.

Findings

Staff finds that, as conditioned, the approval of Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292 would be in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on November 4, 2015; notice of said hearing was published in a newspaper of general circulation on October 23, 2015, posting and first class mailing to property owners within 300 feet;

2. After completing an initial study for the project, staff has determined that adoption of a Sustainable Communities Environmental Assessment (SCEA) for the project is appropriate pursuant to Section 21155.2 of the Public Resources Code (PRC) and a SCEA as specified under the California Environmental Quality Act (CEQA) streamlining provisions offered under SB375 for Transit Priority Projects. Furthermore, a Mitigation Monitoring Plan and Reporting Program prepared for the proposed project would be implemented for the project at the time of construction;

3. The proposed mixed-use building is consistent with the General Plan. The Land Use Element designates the project site as C-MU Commercial Mixed-Use, which anticipates residential intensification within the Mission Street corridor.

4. As described in the General Plan Land Use Element, the floor area ratio (FAR) for land uses within the Mission Street corridor typically ranges between 1.0 and 6.0. The proposed building with 132,880 square feet on a 1.15-acre development site represents a 2.6 FAR, well within the 6.0 FAR anticipated by the General Plan.

5. The property is identified in the General Plan Housing Element as a potential housing site and was communicated in the list of sites the City used to satisfy its portion of the Regional Housing Need Allocation (RHNA). The Housing Element indicates the site having the capability for at least 58 units and 206 are proposed.

6. The project's proposed density is 179 dwelling units per acre (179 du/ac). Although the General Plan establishes no maximum residential density for properties with the Commercial Mixed-Use designation, the proposed density is supported by the General Plan Housing Element, which indicates that he City should provide regulatory incentives for developers to construct higher-density mixed-use development at locations within close proximity to public transit. The Daly City BART Station is apprxomiaely one-half mile from the site and a SamTrans bus route runs along Mission Street, in close proximity to the proposed building;

7. The proposed mixed-use building complies with applicable provisions of the Title 17 (Zoning) of The Daly City Municipal Code, include Chapter 17.20 – C-2 Heavy Commercial District, Chapter 17.34 – Off-Street Parking and Loading, Chapter 17.44 – Use Permits, Chapter 17.45 – Design Review, and Chapter 17.52 – Density Bonus;

8. The proposed mixed-use building complies with the Zoning Ordinance parking requirement. The proposed number of parking spaces conforms with the number of spaces required by the City's Zoning Ordinance for a multifamily development designed and intended for the exclusive occupancy of low income elderly persons and mixed-use buildings. This required number of parking spaces equates to the 59 spaces proposed;

9. The proposed mixed-use building is requesting via a concession to deviate from the 36 feet maximum height permitted by the zoning ordinance in the C2 zoning district to a height variation of 50 feet in some locations to 75 feet in others. Strict adherence to the mandated building height would result in the removal of the proposed third, fourth, and fifth floors of the building, which provide 126 units, resulting in the project only providing 80 units total;

10. The Zoning Ordinance requires that 150 square feet of usable open be for each dwelling unit, or 30,900 square feet in the case of the proposed 206-unit project. The applicant is requesting a concession to reduce usable open space to that which is currently proposed, i.e., 12,712 square feet. To off-set the amount of open space provided, the applicant would be required to enhance the quality and scope of services that would be provided to building residents, e.g., health screenings, social events, recreational activities, and educational opportunities.

11. The proposed mixed-use building merits use permit approval, as the building would be compatible with existing adjacent uses, adequate utility and infrastructural capacity exists within close proximity to serve the site, and the provision of parking is substantial and, as designed, would not have a detrimental impact to the adjacent neighborhood;

12. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment.

13. General architectural considerations have been incorporated in order to ensure the compatibility of this development with its design concept and the character of on-site signage. These considerations include, but are not limited to, the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, and colors;

14. General landscape considerations of Chapter 17.41, Landscaping, will be provided to ensure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public; and

15. The available on-site parking spaces would provide ample parking spaces for the apartment residents and the retail/office spaces within the building, and the proposed mixed-use building would not conflict with the adjacent uses;

16. The project will minimize the risk to existing public improvements and adjacent private property by providing controlled stormwater runoff from the site to City facilities in full compliance with Order R-2 NPDES Permit No. CAS612008 and Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A . DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The applicant shall file a Declaration of Acceptance of the Conditions of Approval with the City Clerk within thirty (30) days of City Council approval. Until said declaration is filed, the approvals of Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292 shall not be valid for any purpose.

2. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning Division prior to the change. Major site or architectural modifications shall be treated as an amendment and shall be subject to review by the Planning Commission and City Council.

3. The approvals granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

4. The applicant shall comply with all requirements and conditions outlined in the project's Mitigation Monitoring and Reporting Program during construction prior to Final Certificate of Occupancy when applicable.

5. Prior to the issuance of a building permit, the applicant shall enter into a density bonus agreement with the City. The agreement shall outline the conditions under which the concessions granted by Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292 would remain valid, including, but not limited to, adherence to the Affordable Housing Agreement outlined in these Conditions of Approval. The density bonus agreement will run with the land, be binding upon successors in interest, and be recorded with the county recorder.

6. The applicant shall supply, contract for, or provide in some other form acceptable to the Planning Division, a vehicular transportation service for residents who do not drive. Prior to building permit issuance, the applicant shall provide a service plan for the transportation service that identifies the day and hours of operation, the method by which residents may request the transportation service, and passenger capacity of the vehicle to be used in the service. The Planning Division shall review and approved the service plan and the plan shall be in perpetual effect for the life of the project.

Site Design

7. Should the applicant choose to install an electronic gate at either level, that the gate shall not restrict access to 18 parking allocated to retail/office spaces during business hours.

8. The design of any retaining walls which may be necessary to build the project shall be reviewed and approved by the Planning Division. Walls highly visible from off-site locations shall incorporate high quality materials and finishes, and shall receive a color approved by the Planning Division.

9. The applicant shall fully improve and landscape the public right-of-way. This shall include installing decorative landscaped planters behind the sidewalk, installing decorative pedestrian-oriented street-lights, and providing street trees with decorative tree grates along the entirety of the Brunswick Street fronting the project.

10. Landscape planters shall have an integral appearance, constructed from concrete, and receive a veneer and decorative cap to match the veneer proposed on the subject building.

11. Street trees shall be installed twenty feet on center, sized as 15-gallon minimum, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit.

12. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.

Building Design

13. The applicant shall, prior to building permit submittal, provide a sign program for Planning Division review and approval. The final building elevation design shall consider sign placement and plans submitted for building permit approval shall reflect such placement. The program reflect potential sign locations for retail/office tenants, restrict all building signs to street level, incorporated into the project to guide retail/office patrons to appropriate parking level, i.e., unencumbered by a gate during retail/office hours. Illuminated wall signs shall incorporate halo-illumination.

14. All residential windows shall be aluminum or commercial-grade vinyl. All street-level windows shall be aluminum;

15. All canopies, metal trim elements, and/or residential balcony materials shall be wood or other material with a demonstrated ability to withstand the local climate. Wood shall receive weatherproof treatment. Any metal materials shall be galvanized;

16. All rooftop mechanical equipment shall be screened from the view of all adjacent public rights-of-way by screen walls, painting, and similar treatments acceptable to the Planning Division. The Planning Division may require screenwalls for equipment located within 20 feet of the rooftop parapet wall.

Landscaping

17. The applicant shall submit a detailed landscape plan at the time of building permit submittal communicating all amenities in open space areas and the post-graded landscape treatments of all hillsides.

18. The project landscaping exceeds the 1,000 square feet of landscaped area is subject to the Daly City Landscaping Ordinance. The landscaping plans shall be required to meet all applicable requirements including water efficient irrigation and will incorporate Bay Area Friendly species that are drought tolerant. Irrigation systems will incorporate water efficiency measures and shall show the details on the building permit plans. No building permit may be issued until this condition is met.

19. The applicant shall provide establishment, and where necessary, long-term irrigation to all trees, shrubs, and groundcover.

20. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period.

21. The planted trees shall be 24-inch box.

Affordability

22. Prior to the issuance of a building permit, the applicant shall enter into an Affordable Housing Agreement with the City, expressing all of the following:

    a. the levels of affordability and maximum rents for the project;

    b. interior finish qualities and amenities of each unit at initial construction;

    c. the method used for marketing the units and selecting residents at initial lease-up, which will include a lottery to select initial tenants;

    d. the method used for maintaining a waitlist and selecting residents upon vacancy of any given unit;

    e. the method used for annual income verification and certification of residents;
    the terms of a contract with a qualified resident service provider and plan to offer services and activities for all residents at no additional charge. The provider, service logic model and scope of services shall be approved by the City.

    f. the annual reporting requirements to the City to demonstrate compliance with the affordability and resident services requirements, and an annual fee for the City's compliance monitoring;

    g. emergency response plan for resident medical conditions; and

    h. continual on-site property management.

23. The Agreement shall be recorded against the property prior to building permit issuance. The Agreement shall be in effect in perpetuity and the Agreement shall so stipulate. Failure to abide to the Agreement may result in code enforcement action by the City or revocation of the use permit.

Stormwater Treatment

24. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

25. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer, beginning with a $10,000 deposit from which the Planning Division may draw to pay for the costs from the third-party review and associated inspections.

26. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.

27. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.

28. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

29. Additional stormwater information and updated forms may be required during the building permit review stage when more details of the construction drawings are known. Information and/or designs that may be required if there are any changes that impact the forms submitted for the subdivision application. No building permit may be issued until acceptable storm water requirements are met.

30. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer.

Site Maintenance

31. The site shall be maintained in a safe, sanitary, and litter free condition at all times.

32. The proposed development shall provide on-site property management at all times.

33. No outside storage shall be allowed, except in the approved trash enclosure area.

34. Doors to the trash enclosure area shall be kept closed except when necessary to dispose of trash or to store material to be recycled.

35. All sidewalks, walkways, driveways, parking lot facilities, and easements within and adjacent to the property, including weeds. The requirement shall not apply to adjacent State-owned highway.

36. Garbage storage areas are to be kept sanitary and free of litter and debris.

37. The applicant shall submit a parking management plan to City prior to final building inspection and shall manage the building consistent with the plan. The plan shall identify 18 parking spaces for access by retail/commercial and on-site management employees.

38. The buildings and site shall remain clean and clear of all graffiti, debris, and other visual nuisances at all times. The building and site shall be periodically cleaned, as needed, to prevent discoloration and debris accumulation.

39. The applicant shall provide evidence that they have contracted with Allied Waste to have the provider remove the bins for refuse collection and have the bins returned to the designated waste collection area upon being emptied prior to Certificate of Occupancy

B. BUILDING DIVISION

40. The applicant shall comply with the following Building Accessibility Regulations: Privately funded multistory apartment or condominium dwelling, at least 10 percent shall comply with Housing Accessibility 1102A.3.

41. The applicant shall comply with the following CalGreen Regulations:
Building - Designated Parking (CGBSC 1.106.5.2)
Provide designated parking for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles.

42. The applicant shall comply with the Building - Municipal Code Title 15
City of Daly City Amendment to California Code of Regulation requiring that the Applicant and design team shall check for amendments to the California Code of Regulations that may affect the design of the building.

43. The applicant shall comply with the following Building - Sound Transmission Control
Allowable Interior Noise Level Wall, partitions and floor ceiling assemblies separating dwelling units must be designed to comply with air-borne sound, structure-born sound per CBC 1207.

44. Applicant shall install protected window opening for the exterior fire rated wall. Maximum protected window opening shall be limited to 15 percent per CBC Table 705.8.

45. Architectural roof projections at the north and west side of the building shall be limited to 24 inches measured from the face of the building.

46. The applicant shall maintain all vertical and horizontal clearances for structures required by Pacific Gas and Electric Company (PGE) located on the adjacent overhead utilities to the east of the subject parcel. Evidence of PGE review the proposed duplex shall be supplied to the City at the time of building permit application submittal.

47. Upon submittal for building permit, the applicant shall provide an acoustical analysis report that shows topographical relationships of noise sources and dwelling sites, identification of noise sources and their characteristics, predicted noise spectra, and levels at the exterior of the proposed dwelling structure considering present and future land usage, basis for the prediction, noise attenuation measures to be applied, and an analysis

of the noise insulation effectiveness of the proposed construction showing that the prescribed interior noise level requirements are met.

48. Construction hours will be limited to 8:00 a.m. to 5:00 p.m., Mondays through Fridays and construction on weekends and holidays shall be prohibited.

C. ENGINEERING DIVISION

49. Plans submitted for building or grading permit shall show all existing and proposed utilities, on-site and in the street, including water, sanitary sewer, and storm drain mains.

50. The project's electrical transformer shall not be installed within the public rights-of-way.

51. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards.

52. Depending on the extent of trench-work in Castle Street, Second Avenue, or Third Avenue, resurfacing all or a portion of the street may be required.

53. The applicant shall replace the City sidewalk fronting the subject parcel.

54. An encroachment permit is required prior to any work or underground utilities installation within the public right-of way.

55. Following new utility installation, the applicant shall replace areas of street pavement, sidewalk, curb, and gutter damaged by construction. Such repair shall be per City standard specifications.

56. All roof drainage shall be directed toward the curb gutter through pipes underneath the City sidewalk. There shall be no storm water sheet flow over the sidewalk.

57. All street trees shall be maintained by the building owner in perpetuity, with irrigation tied to and maintained by the private building.

58. Street lights shall be installed as per plans approved by the City Engineer. All lighting shall be designed to minimize glare onto adjacent properties.

59. The applicant shall pay a fair share contribution to the cost of improving the Hillside Boulevard / Brunswick Street intersection. The project adds 32 trips to the intersection during the a.m. peak hour.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

60. All costs associated with any sewer system improvements required by the City as a result of this project shall be borne by the applicant.

61. The applicant shall contract with the City's consultant, Brown and Caldwell, to analyze the current water system and design any water system improvements required to supply

the project to meet its fire flow and domestic needs. All costs associated shall be borne by the applicant.

62. A sewer capacity study is required for the project and Brown and Caldwell shall be contracted through the City's Engineering Department to conduct capacity study to determine if the current system is capable of transporting the flow from the project to the District's treatment plant and if any improvements to the system are necessary, all costs associated with the study shall be borne by the applicant.

63. All engineering costs associated with any improvements required by the City as a result of this project shall be borne by the applicant.

E. FIRE DEPARTMENT

64. The applicant shall install Fire Sprinklers as required per 2013 CFC, per NFPA 13 and 13R.

65. The project shall comply with fire flows per 2013 CFC Appendix B for buildings with fire sprinklers.

66. The project shall comply with hydrant requirements as per fire code.

67. The project shall comply with hydrant location and spacing per 2013 CFC Appendix C.

68. The project shall comply with Fire Apparatus Access per 2013 CFC Chapter 5 Fire Service Features, 501.4 for Fire Apparatus Access Roads and Water supply.

69. The project shall provide fire hydrant to comply with 2013 CFC Chapter 5 section 507.5.1.1

70. The project shall comply with 2013 CFC Appendix D. for fire apparatus access requirements.

71. The project shall comply with 2013 CFC Chapter 9 section 905 Standpipes.

72. The project shall comply with 2013 CFC Chapter 9 section 907 Fire Alarm and Detections systems.

Recommendations

Staff recommends that the Planning Commission forward to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;
2. Adopt the Sustainable Communities Environmental Assessment and associated Mitigation Monitoring Plan and Reporting Program;
3. Approve Use Permit UPR-7-14-9291 and Design Review DR-7-14-9292, subject to the Conditions of Approved outlined herein.

Staff is available to provide any additional information desired by the Planning Commissioners.

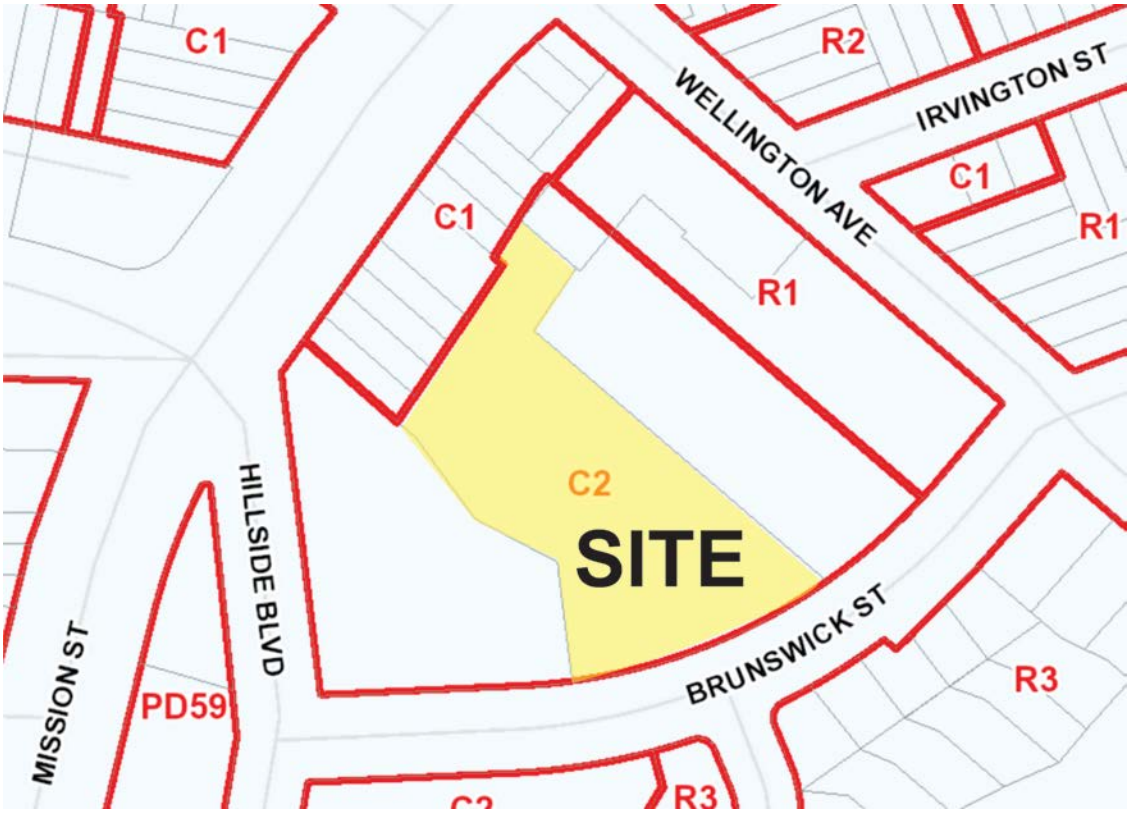
Respectfully submitted,

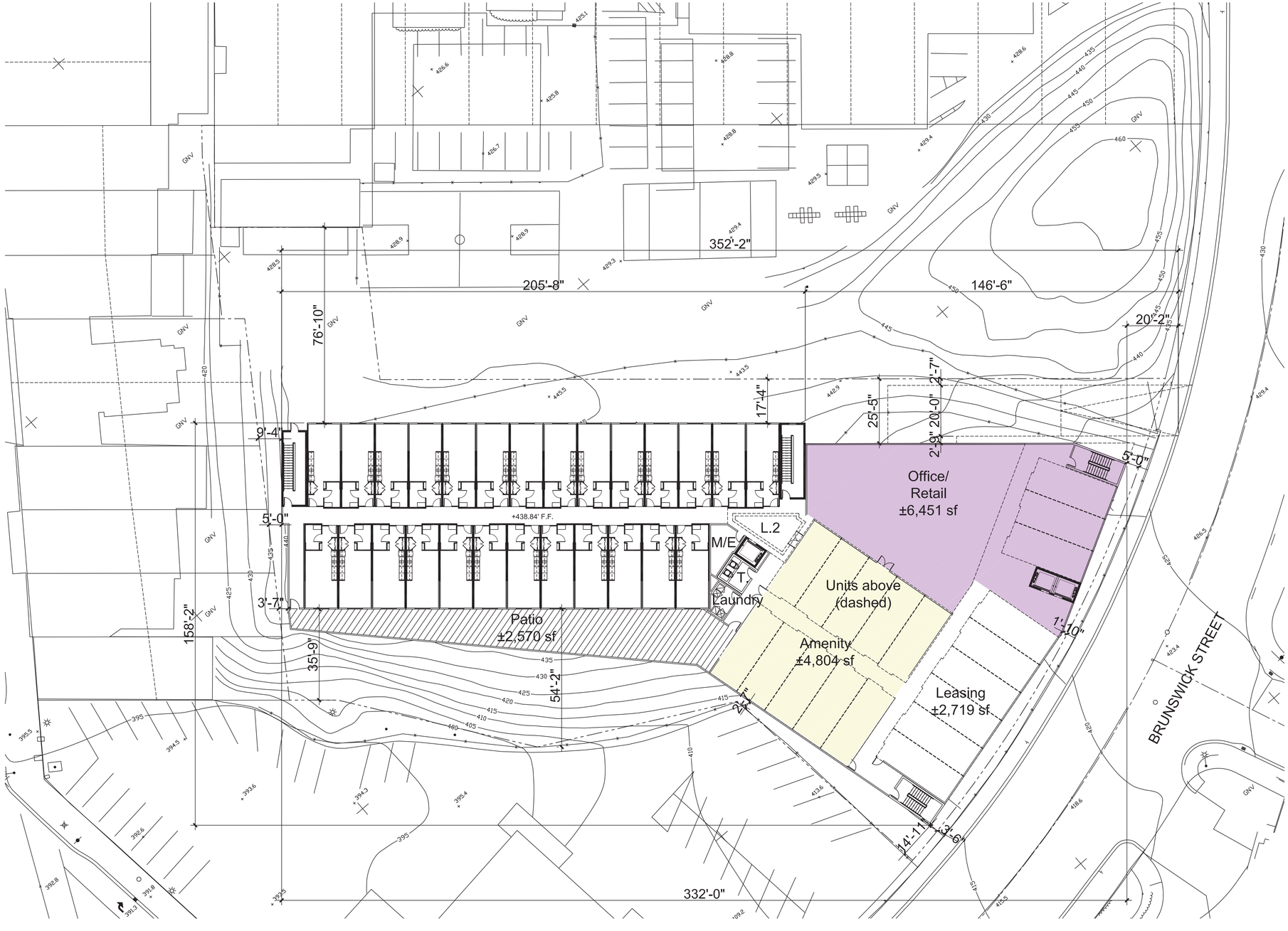
Tendai Mtunga
Associate Planner

Tatum Mothershead
Interim Director of Economic and Community Development

Attachments

Attachment A – Location Map
Attachment B – Project Plans
Attachment C – Request for Regulatory Concessions
Attachment D – Photosimulations
Attachment E – Draft Sustainable Communities Environmental Assessment
Attachment F – Draft Mitigation Monitoring and Reporting Program


C1
R2
IRVINGTON ST
WELLINGTON AVE
C1
C1
R1
R1
C2
SITE
HILLSIDE BLVD
MISSION ST
PD59
BRUNSWICK ST
R3
R3



Project Data

5-Story Residential over 2-Story Garage

Site Area Information

Gross Site Area	± 1.15 AC
Dwelling Units	206 DU
Density	179.1 DU / AC

Zoning Information

Unit SF Summary

Total Units (Studio)	206
Average Unit Size	± 403 gsf

Commercial / Office Space

6,451 sf

Amenity Space

4,804 sf

Parking Summary

Required

206 Units x 0.25 Stalls Max/Unit = 52 Stalls

Provided

59 Total Stalls

Garage Level 2 - 25 Standard Stalls, 1 compact, 1 Accessible Stall

Garage Level 1 - 29 Standard Stalls, 1 compact, 2 Accessible Stalls

0 10 20 40

DALY CITY

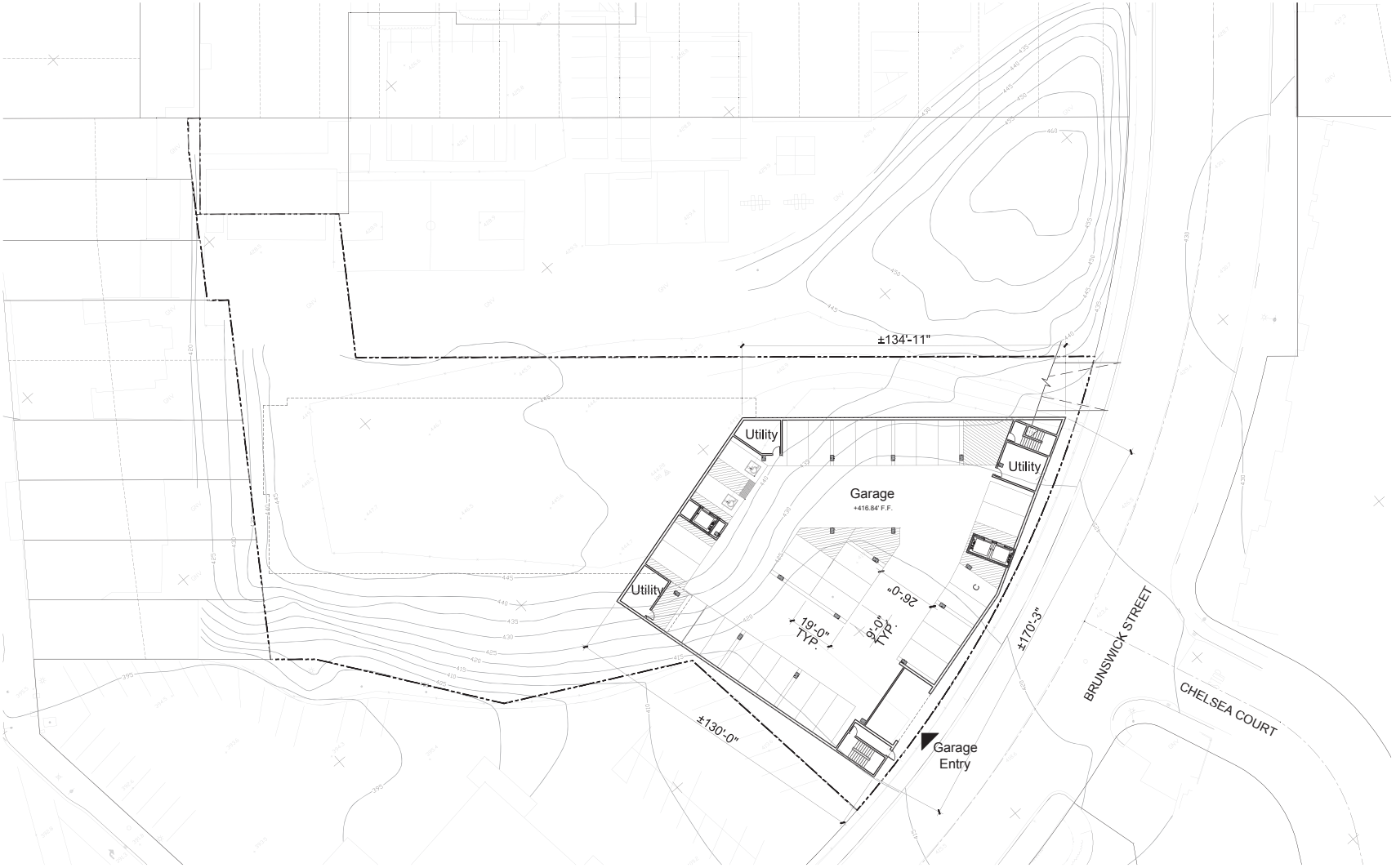
SITE PLAN

DALY CITY, CA

KTGY # 2014-0150 03.16.2015

A1.0

AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600



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DALY CITY

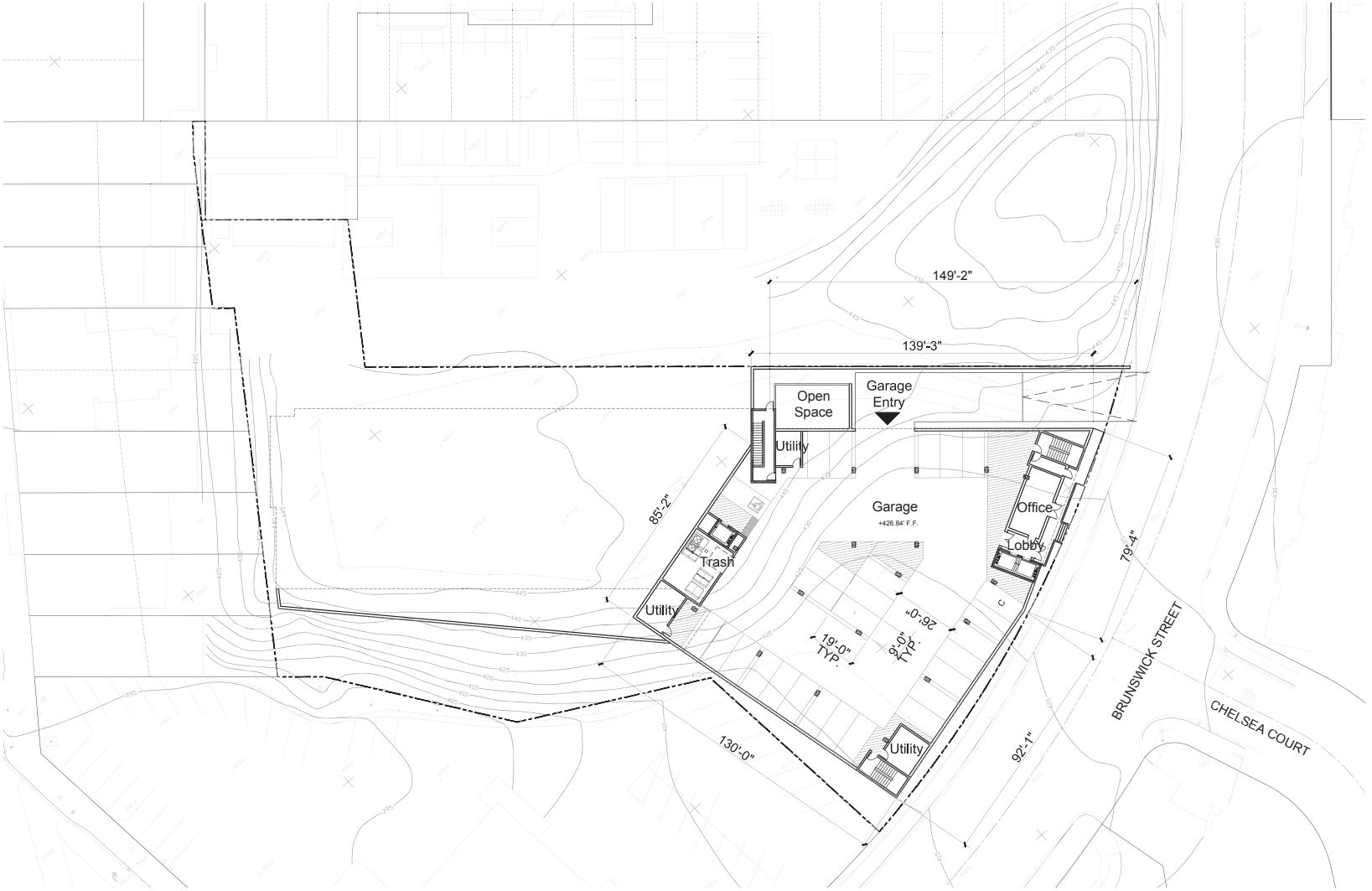
AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600

GARAGE LEVEL 1

DALY CITY, CA

KTGY # 2014-0150 03.16.2015

A3.0



0 10 20 40

DALY CITY

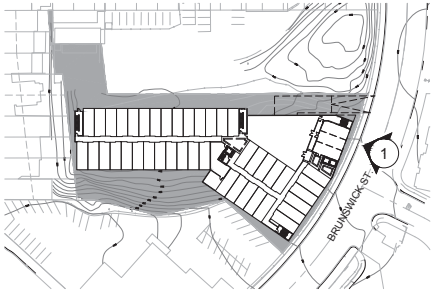
AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600

GARAGE LEVEL 2

DALY CITY, CA

KTGY # 2014-0150 03.16.2015

A3.1



KEY MAP - N.T.S.

Material Legend

1. Stucco
2. Fiber Cement Siding
3. Fiber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre

Elevation 1

DALY CITY

AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600

ELEVATIONS

DALY CITY, CA

KTGY # 2014-0150

08.11.2014

0 8 16 32

A2.0

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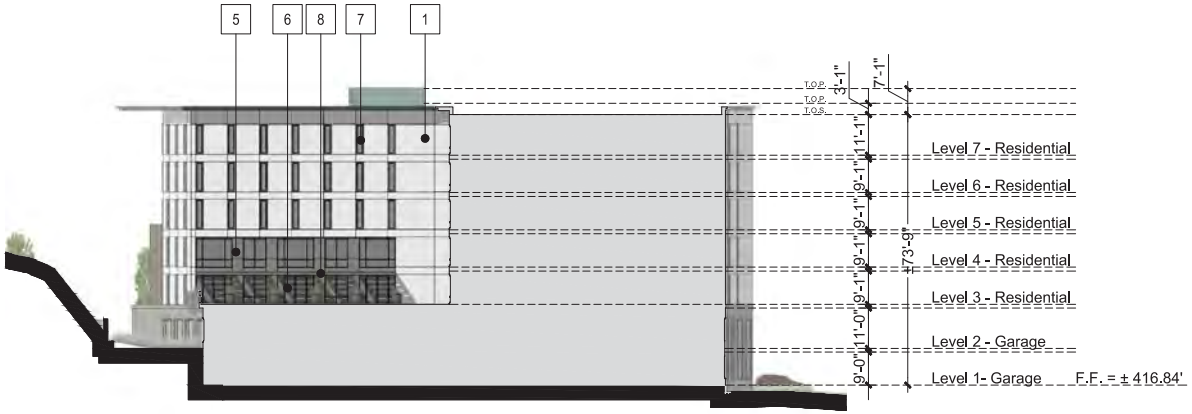
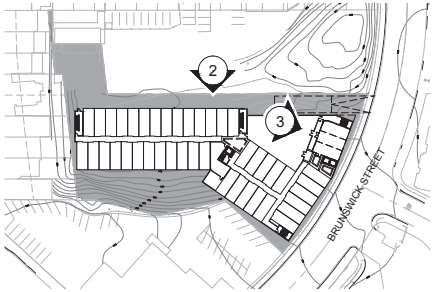
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com



Elevation 3: Courtyard



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Elevation 2

DALY CITY

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ELEVATIONS

DALY CITY, CA

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08.11.2014

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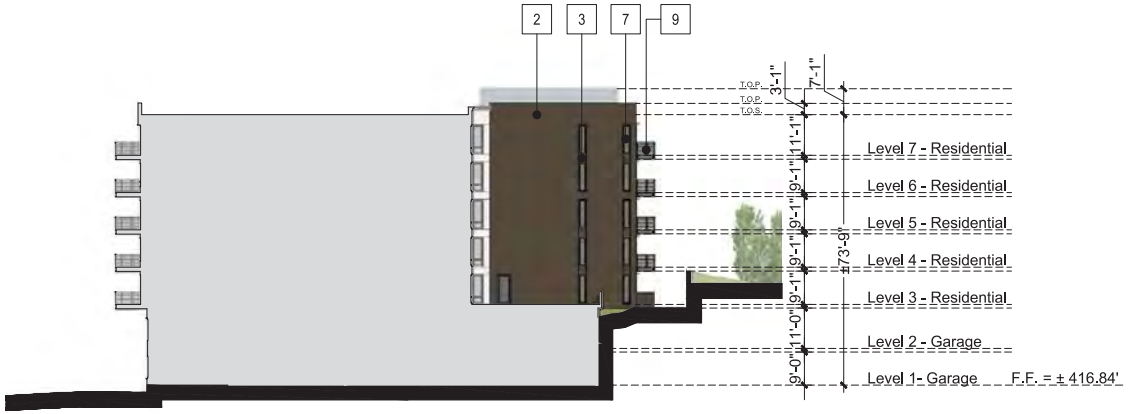
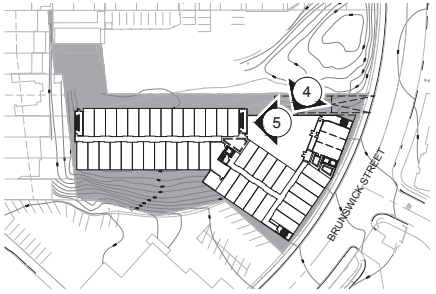


Elevation 5: Courtyard

Elevation 4: Courtyard



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8. Metal Awning
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10. Glass Railing
11. Metal Louvre

0 8 16 32

DALY CITY

ELEVATIONS

A2.2

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16633 Ventura Blvd. Suite 1014
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818.380.2600

DALY CITY, CA

KTGY # 2014-0150

08.11.2014

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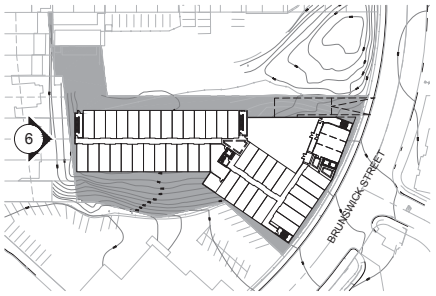
510.272.2910
ktgy.com



KEY MAP - N.T.S.

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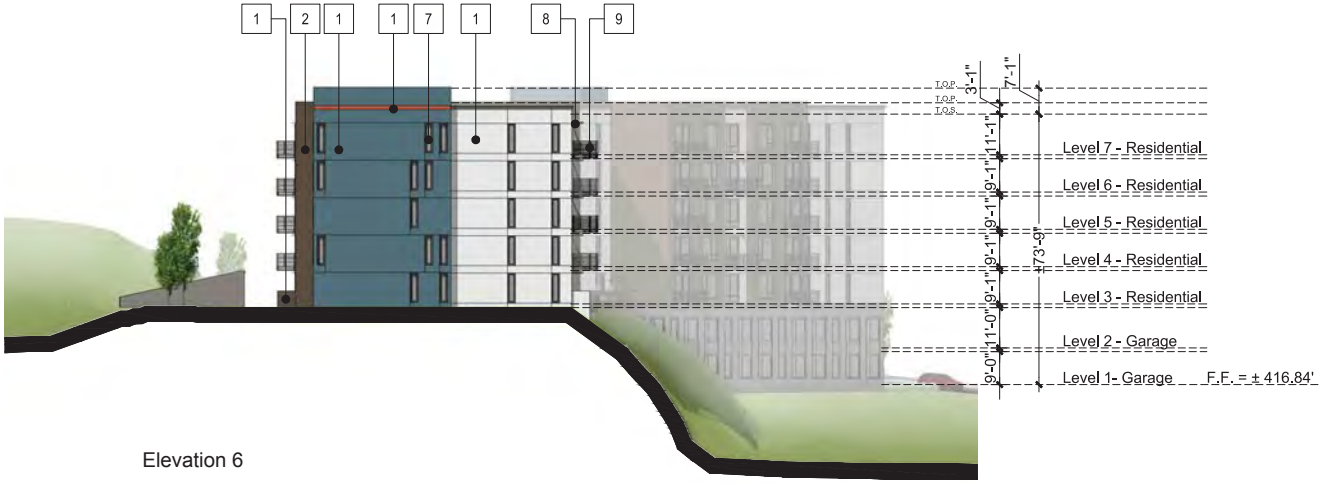

Elevation 6

DALY CITY

AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600

ELEVATIONS

DALY CITY, CA

KTGY # 2014-0150

08.11.2014

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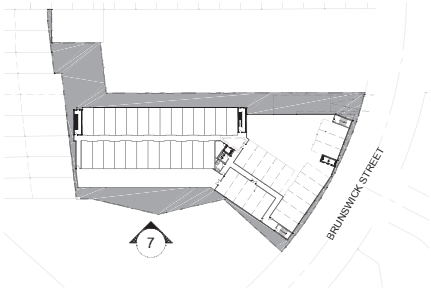
A2.3

KTGY Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com



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7. Vinyl Window
8. Metal Awning
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10. Glass Railing
11. Metal Louvre

Elevation 7

0 8 16 32

DALY CITY

ELEVATIONS

A2.4

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Encino, Ca 91436
818.380.2600

DALY CITY, CA

KTGY # 2014-0150

03.02.2015

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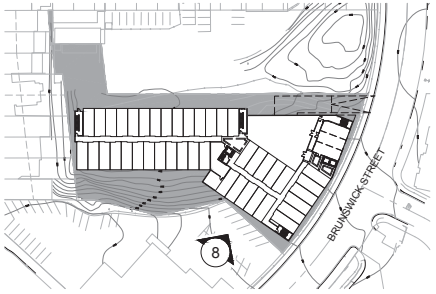
510.272.2910
ktgy.com



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9. Metal Railing
10. Glass Railing
11. Metal Louvre

Elevation 8

DALY CITY

AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
818.380.2600

ELEVATIONS

DALY CITY, CA

KTGY # 2014-0150

08.11.2014

0 8 16 32

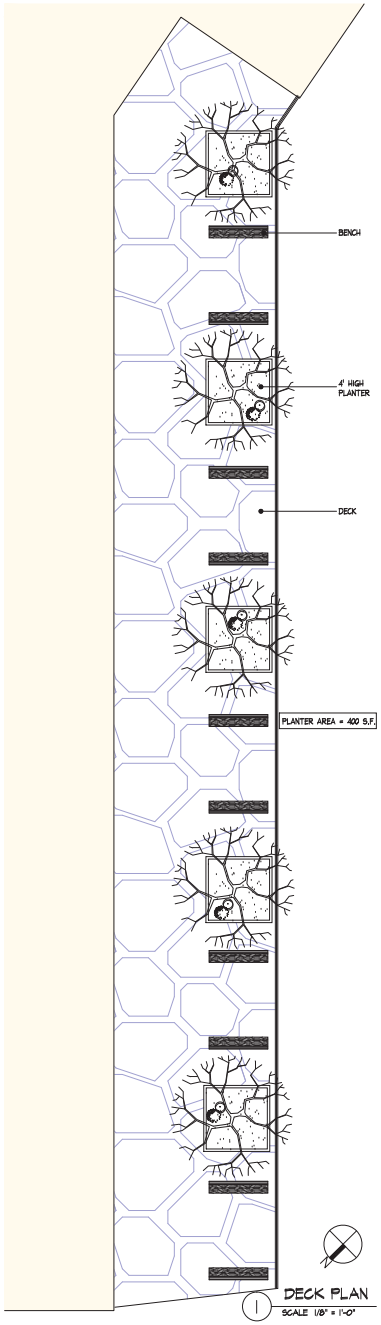
A2.5

KTGY Group, Inc.
Architecture+Planning
580 Second St., Suite 200
Oakland, CA 94607
510.272.2910
ktgy.com

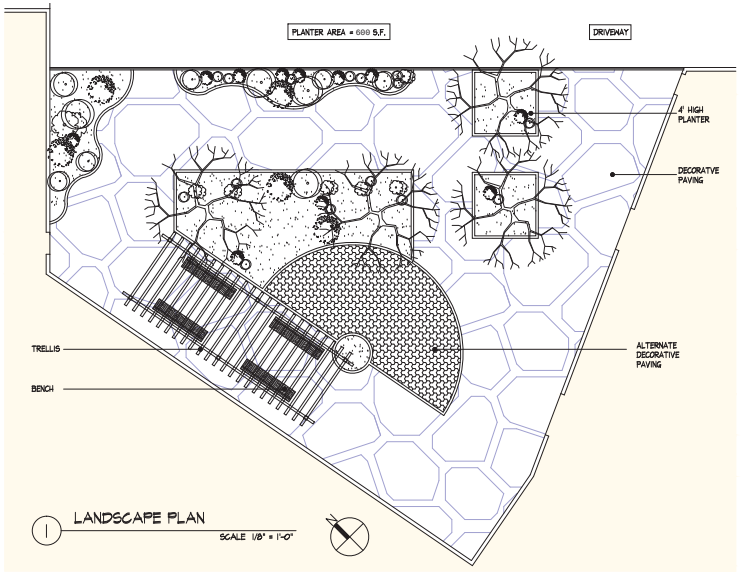
KHOUDIKIAN AND ARCHITECTS - 221 EAST GLENOAKS BLVD SUITE # 230 GLENDALE CALIFORNIA 91207 UNITED STATES OF AMERICA

NOTE:
PROVIDE APPROVED "RAINBIRD" OR EQUAL CONTROLLER
PROVIDE APPROVED BACK FLOW GATE VALVE
ALL PLANTS MUST BE DROUGHT TOLERANT
WOOD CHIP INSIDE ALL PLANTERS

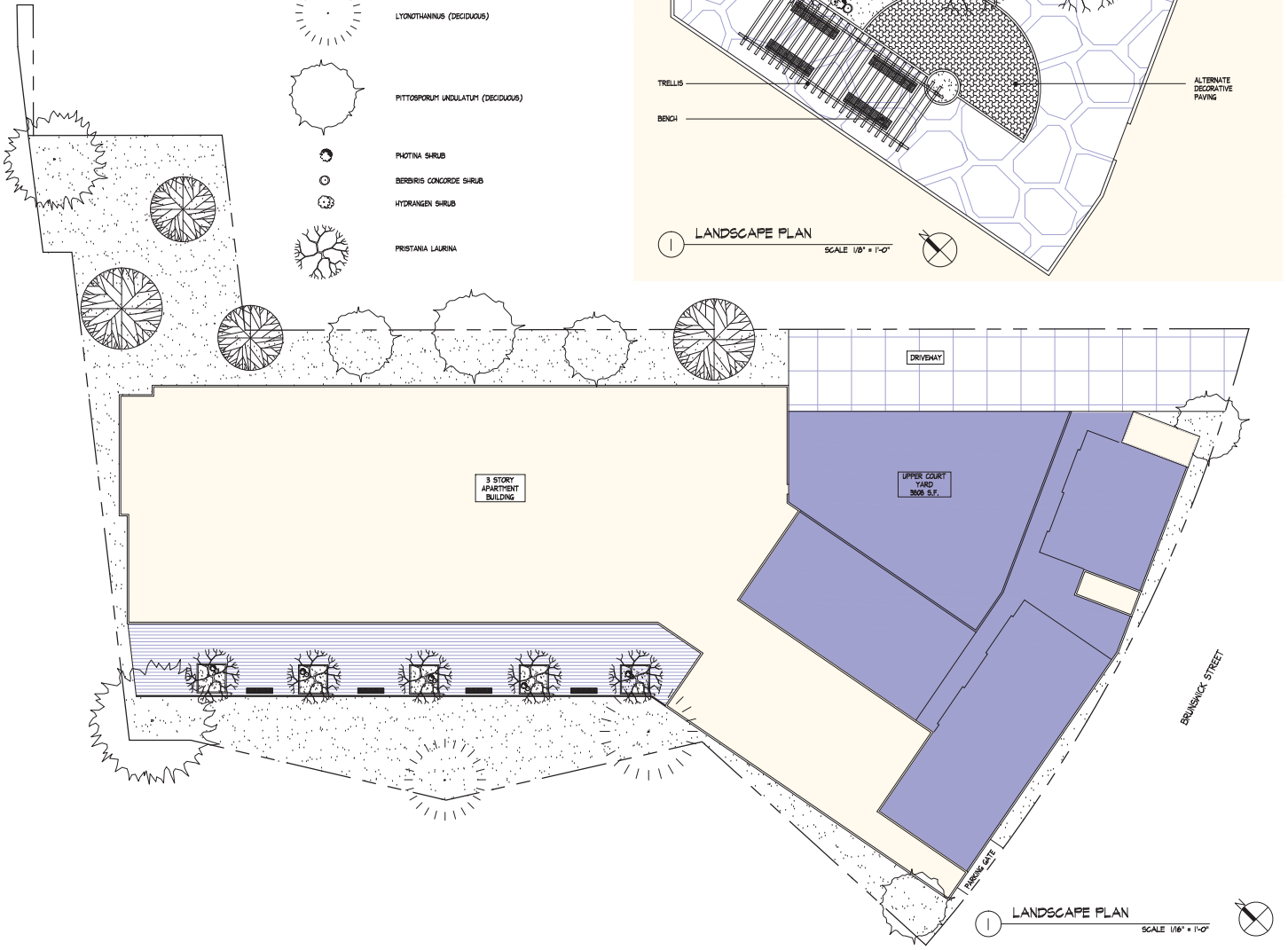
CALIFORNIA MEADOW SEDGE GROUND COVER
ARBUTUS UNED (DECIDUOUS)
CALOCEDRUS DECURRENS CYPRESS
LYONOTHANNUS (DECIDUOUS)
PITTOSPORUM UNDULATUM (DECIDUOUS)
PHOTINA SHRUB
BERBIRIS CONCORDE SHRUB
HYDRANGEN SHRUB
PRISTANIA LAURINA



DECK PLAN
SCALE 1/8" = 1'-0"



LANDSCAPE PLAN
SCALE 1/8" = 1'-0"



LANDSCAPE PLAN
SCALE 1/16" = 1'-0"

PROJECT TITLE:

LANDSCAPE

JOB ADDRESS:
DALY CITY

OWNER:
AMG & ASSOCIATES
16633 VENTURA BLVD #1014
ENCINO, CA.

ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS PLANS ARE OWNED BY, AND THE PROPERTY OF KAAREN KHOUDIKIAN ARCHITECTS AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH SPECIFIED PROJECTS. NO

THESE PLANS AND DRAWINGS ARE NOT TO BE REPRODUCED, CHANGED, COPIED OR DISCLOSED IN ANY FORM OR MANNER WHATSOEVER WITHOUT FIRST OBTAINING THE EXPRESS WRITTEN PERMISSION AND CONSENT OF KAAREN KHOUDIKIAN ARCHITECTS AND NOT TO BE ASSIGNED OR PUBLISHED WITHOUT THE PERMISSION AND CONSENT OF THE OFFICE.

CONTRACTOR TO VERIFY ALL DIMENSIONS, CONDITIONS AND SPECIFICATIONS PERTAINING TO THE WORK AT THE SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION.

KAAREN KHOUDIKIAN ARCHITECTS

221 E. GLENOAKS BLD
SUITE # 230
GLENDALE CA 91207
PHONE (818) 265 3880
FAX (818) 265 3881

SHEET TITLE

PLANS

JOB NO.:	
DRAWN BY:	M.M.
CHECKED BY:	K.K.
REVISION:	REV-0
DATE:	03/09/15
PRINT DATE:	SEE STAMP

SHEET NUMBER

L-1

SHEETS :- OF:-

AMG & ASSOCIATES

16633 Ventura Blvd., Suite 1014
Encino, California 91436
Land Planning, Finance & Development
Tel. 818-380-2600
Fax. 818-380-2603

October 22, 2015

Tatum Mothershead
Interim Economic and Community Development Director
Planning Division
City of Daly City
333 90th Street, Daly City, CA 94015

Re: Request for Density Bonus Development and Incentives
4619 Brunswick Street Senior Apartments, 206 Units
APN: 003-210-060

Ms. Mothershead:

Per Chapter 17.52 of the City of Daly City's Zoning Ordinance, AMG & Associates, LLC or its designated assignee (the "Applicant") is requesting to utilize a density bonus for the aforementioned proposed project on Brunswick Street. The Applicant is proposing a 100% affordable senior apartment project. All 206 units will be at low-income (60% AMI) level or lower per the California Health and Safety Code Section 50053(b)(1).

Section 17.52.040 of the Zoning Ordinance grants the Applicant incentives/concessions for the construction of affordable housing units. The Applicant is requesting two incentives for the subject entitlements at this point in time. As such, please let us know as soon as reasonably possible what other concessions or waivers we will need in order to develop the project as proposed with the same number of units. If it is determined that other "variances" and/or "concessions" or "waivers" are required in order to develop the property with the proposed number of units, we will then make a new request in addition to the requests in this letter. Please note that although this project is eligible for a parking concession, the Applicant is not seeking this concession as the project complies with the City's parking requirement.

The first concession falls under Section 17.52.040(A), in which the Applicant is seeking a reduction in site development standards of the "Maximum Height" requirement. Per Section 17.20.010(B) the maximum height permitted for a new structure in the C-2 zoning district is 36 feet and the Applicant has proposed a height of approximately 50' from top of grade and 73'-9" from the bottom pad area. Please note that there is over 20-25 feet of height delta on the site. The request is to "waive" this development regulation and instead construct the development as proposed in the submitted drawings. This request allows the Applicant to develop the number of units as permitted under the City General Plan and "State Law".

The second concession also falls under Section 17.52.040(A), in which the Applicant is seeking a reduction in the "Usable open space" requirement. Per Section 17.38.020(B) the amount of usable open space that is provided shall be 150 square feet for each dwelling unit. For this project, the Applicant is providing approximately 3,808 square feet of common open space courtyard, a 2,570 square foot patio on the northeast side of the structure, plus 82 private balconies that will be nine feet nine inches wide and five feet deep, and seven juliette balconies that will be nine feet nine inches wide by one foot deep. The juliette balconies will be constructed only along Brunswick Street. Based on the Applicant's development of over 4,500 units of multifamily housing, the Applicant feels very strongly that this is an ample amount of common and private space for senior housing. This request allows us to develop the number of units as permitted under the City General Plan and "State Law".

The primary purpose of the Affordable Housing Act and "Density Bonus Law" is to assist affordable housing project proposals through the use of concessions that lead to building cost savings and/or a reduction of the cost of land per unit. If the applicant is not able to achieve the maximum number of permitted units under the zoning code plus a 35% density bonus, then the local agency shall grant concessions so that it can be achieved per Section 17.52.040A. This density bonus approval will contribute significantly to the economic feasibility for providing affordable units. We previously provided a letter dated January 23, 2015 from our attorney wherein she explains the density bonus in greater detail.

A variety of amenities and services will be provided for senior residences at our proposed project. The common open space courtyard will provide a gathering area for residents that will include a seating area with an outdoor fire pit and covered tables. The patio area will provide additional outdoor space adjacent to the amenity area. In addition to this, services for residents will include some of the following:

- Adult educational, health and wellness, or skill building classes may include the following and will be provided for no less than eight four (84) hours annually in the aggregate**:** financial literacy, computer training, home-buyer education, nutrition class, exercise class, health information/awareness, art class, on-site food cultivation and preparation classes, and smoking cessation classes.

- Financial Literary Classes: These classes, taught by Service Provider staff, will be held regularly. Classes may include information on the following topics:
    - Banking 101
    - Financial Management
    - Budgeting
    - Credit Clean-Up
    - How to Maximize Your Entitlements
    - On-Line Banking Training

- Individualized Health and Wellness Services will include the following and will be provided for no less than sixty (60) hours per 100 bedrooms annually in the aggregate: visiting nursing programs, intergenerational visiting programs, or senior companion programs.

Should you have any further questions, please feel free to contact me at (818) 317-4168 or at agevorgian@amgland.com.

Respectfully,

Alexis Gevorgian
Manager, AMG & Associates, LLC

CC: Jesus Armas

3
Irvington St
El Camino Real
Wellington Ave.
John Daly Blvd.
4
Site
Brunswick St.
Chelsea Ct.
2
1

NO PARKING
6AM - 8AM
TUESDAY
STREET CLEANING
Talbot Dr
Brunswick St
STOP
NO PARKING
6AM - 8AM
WEDNESDAY
STREET CLEANING
STOP
GRIZZLY
I Swimming
6MVH502

BRUNS
WICK
FLATS
LEASING
NO PARKING
6AM - 8AM
TUESDAY
STREET CLEANING
NO PARKING
6AM - 8AM
WEDNESDAY
STREET CLEANING
Chalet Dr
Brunswick St
STOP
STOP

Brunswick St
Hillside Blvd

Brunswick St
Hillside Blvd

LOANS
LOANS
Payday Loans
Auto Equity Loans
Checks Cashed
YUMI DELI
OPEN
H&R BLOCK
HILLTOP
BEAUTY
SCHOOL
Hillcrest Dr
Top of the Hill
DALY CITY

LOANS
LOANS
Payday Loans
Auto Equity Loans
Checks Cashed
YUMI DELI
OPEN
H&R BLOCK
HILLTOP
BEAUTY
SCHOOL
Hillcrest Dr
Top of the Hill
DALY CITY

Wellington Ave
ONE WAY

Wellington Ave
ONE WAY

1.0 INTRODUCTION

1.1 PROJECT TITLE

Brunswick Street Apartment Project

1.2 LEAD AGENCY

City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015

1.3 LEAD AGENCY CONTACT

Tendai Mtunga, Associate Planner
Economic and Community Development
333 90th Street
Daly City, California 94015

1.4 PROJECT LOCATION

The Brunswick Street Apartment Project-UPR-1-15-10267 (proposed project) is located in Daly City, San Mateo County, California (Figure 2.0-1). The project site is located east of the Mission Street / John Daly Boulevard intersection , at 4619 Brunswick Street, on the undeveloped parcel identified as assessor parcel number (APN) 003-210-260 (Figure 2.0-2). The parcel, which is zoned as Heavy Commercial (C-2), consists of 1.15 acres within the Hillside Planning Area.

1.5 PROJECT SPONSOR

Applicant

AMG & Associates, LLC
16633 Ventura Boulevard, Suite 1014
Encino, California 91436

1.6 LAND USE DESIGNATIONS

The Daly City 2030 General Plan (Daly City General Plan) land use designation for the project site is Commercial Mixed-Use (C-MU), which allows residential development. The zoning for the project site is Heavy Commercial (C-2).

1.7 SUMMARY OF PROJECT

The proposed project is a mixed-use project consisting of both residential and office/commercial uses. The project site totals approximately 1.15 acres. The land use designation is C-MU, which allows for both residential and commercial development.

The proposed project's residential component is made up of 100% affordable senior studio apartment housing with supporting office/commercial space on street level; both which are consistent with the Daly City General Plan and City Zoning Ordinances.

The proposed project allows for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of Daly City, which are well-served by public transportation. The project site plan is presented in Figures 2.0-3 through 2.0-5. The proposed project also anticipates a number of efficiency standards, which would allow the proposed project to be at least 15% more efficient than Title 24 standards.

1.7.1 Residential Element

The proposed project comprises one five-story, 206 studio unit senior apartment complex with ground floor office-commercial/residential space and floors of residential space both above a two-level podium parking garage. The proposed project would include:

- 29,600 square feet (sf) of ground floor (Level 3) office-commercial/residential space, of which 20,430 sf would be residential space.
- Four stories (Levels 4 through 7) of residential space (25,820 sf each).
- An approximately 4,804 sf Amenity area (including a minimum 1,500 sf Senior Community Center) on the ground floor to be used as a gathering space for residents.
- An approximately 2,570 sf outdoor patio adjacent to the Amenity area on the ground floor.
- An approximately 3,757 sf common open space courtyard on Level 4.

The ground floor outdoor patio area would be used primarily by residents and those who work in the office-commercial/leasing space areas, while the common open space courtyard on Level 4 would be used primarily by residents.

The proposed project's residential floor area ratio (FAR) is approximately 2.47. In accordance with the City's Housing Ordinance goals, 100% of residences constructed as part of this proposed project would include apartment community housing available for those earning up to 60% of the area median income (AMI) for San Mateo County.

1.7.2 Commercial Element

The proposed project includes ground floor office/commercial space above a two-level podium parking garage. The proposed project would include:

- Approximately 6,451 sf of office/commercial space to be used for non-residential uses.
- Approximately 2,719 sf of leasing space.

- An approximately 2,570 sf outdoor patio adjacent to the Amenity area on the ground floor.

The ground floor outdoor patio area would be used primarily by residents and those who work in the office-commercial/leasing space areas.

The proposed project would result in the construction of up to 6,451 sf of office/commercial space and 2,719 sf of leasing space (for a total of 9,170 sf). The Daly City General Plan's allowable average FAR for this land use designation is generally 1.0 to 6.0. The proposed project's commercial FAR is approximately 0.18 due to the topographic limitations of the parcel. The US Green Building Council (USGBC) determines that an average of 304 sf/employee is needed for general office space; the proposed project would hold approximately 30 employees (9,170 sf ÷ 304 sf/employee = 30 employees).

1.8 SURROUNDING LAND USES AND SETTING

The currently vacant project site is bordered on all sides by a mix of residential, commercial, religious, and school uses. To the north and west are commercial businesses fronting Mission Street, consisting of a dentist's office, a beauty school, the Daly City History Museum, amid a row of small storefronts. To the east is the Our Lady of Perpetual Help Parish and school associated grounds, with church parking immediately adjacent to the eastern project site border. To the south and southeast are high-density multi-family apartments. To the south, on the corner of Brunswick and Mission, is a used car sales lot, a further mix of residential and commercial uses, and a Church of Jesus Christ of Latter Day Saints.

1.9 SCEA CRITERA

The following information demonstrates that the proposed project is a qualified transit priority project pursuant to the requirements of PRC Section 21155:

Plan Bay Area

The project must be consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in the Plan Bay Area, and the State Air Resources Board must agree that the Plan Bay Area will achieve applicable greenhouse gas emissions reductions targets (PRC Section 21155(a)).

The Plan Bay Area was adopted jointly by Association of Bay Area Governments (ABAG) and MTC in July 18, 2013. On April 10, 2014, the State Air Resources Board, by Executive Order No. G-14-028, accepted the determination by ABAG that implementation of the Plan Bay Area would achieve the greenhouse gas emission reduction targets.

The Plan Bay Area identifies the subject property as falling within the multi-family and commercial growth assigned to the El Camino Real Corridor, mixed use designation of the Plan Bay Area for the City of Daly City. This corridor, along with others in the inner Bay Area, represent a major share of both housing and job growth within the Plan Bay Area document, accommodating 19 percent of regional housing and 11 percent of regional job growth. Specifically, the

proposed project is located in the Mission Boulevard Mixed Use Corridor, and it is anticipated to add approximately 3,310 new housing units and 5,200 new jobs by 2040.

The policies of the Plan Bay Area document are embedded in the metrics and growth forecast assumption of the Plan Bay Area document. For the purposes of determining consistency, projects consistent with the growth forecast assumptions of the Plan Bay Area are consistent with these policies. The proposed Brunswick Apartments project is consistent with these growth forecast assumptions because it is located within the Mission Boulevard Mixed Use Corridor, designation for the City of Daly City, and is consistent with the allowed uses, densities and intensities of the applicable adopted local land use plan (in this case, the City's 2030 General Plan).

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

Land Use

The project must contain at least 50% residential use, based on total building square footage. If the project contains between 26% and 50% nonresidential uses, a floor area ration of not less than 0.75 is required (PRC Section 21155(b)(1)).

The proposed project is comprised of 9,170 sf of commercial uses, 123,710 sf of residential use, and 34,325 sf of parking garage. Residential use is approximately 74% of the total (123,710 sf ÷ 167,205).

Density

The project must provide a minimum net density of at least 20 dwelling units per acre (du/ac) (PRC Section 21155(b)(2)).

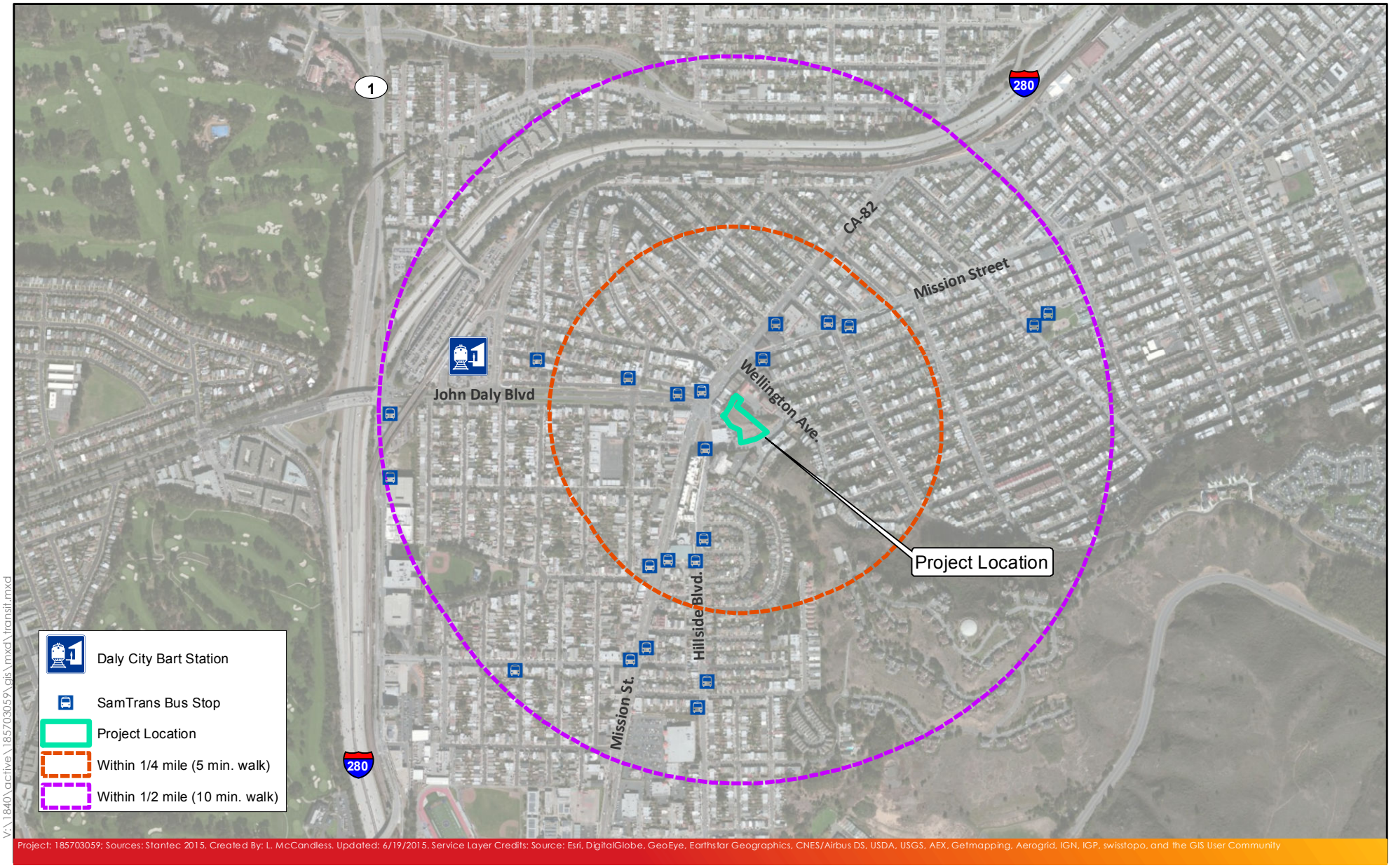
The proposed residential density of the project is 179.13 du/ac (206 dus ÷ 1.15 ac).

Proximity to Transit

1) The project must be located within a Transit Priority Area studied within the Plan Bay Area; and 2) No more than 25% of the project area can be father than one-half mile from the major transit stop or high-quality transit corridor and no more than 10% of the residential units or 100 units (whichever is less) can be farther than one-half mile from the stop or corridor (PRC Section 21155(b)(3)).

The proposed project is within a Transit Priority Area studied within the Plan Bay Area.

100% of the proposed project is within one-half mile of the Daly City BART Station and multiple Samtrans bus stops and surrounding businesses (Figure 1.0-1).



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0 0.125 0.25 0.5 Miles

Figure 1.0-1
Transit Priority Area Proximity

Brunswick Street Apartment Project

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Mitigation Measures

The project must incorporate all feasible mitigation measures, performance, standards, or criteria set forth in Findings of Fact for prior applicable EIRs including the Plan Bay Area EIR and Daly City General Plan EIR (PRC Section 21155.2(a)).

In each impact section of the SCEA checklist, applicable mitigation measures from the Findings of Fact for the Plan Bay Are EIR and Daly City General Plan EIR are identified, and where feasible, identified for incorporation into the proposed project.

1.10 DOCUMENT ORGANIZATION

This Sustainable Communities Environmental Assessment (SCEA) is organized as follows:

Section 1: Introduction. This section provides an introduction and describes the purpose and organization of this document.

Section 2: Project Description and Background. This section describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

Section 3: Environmental Checklist and Environmental Evaluation. This section presents an analysis of a range of environmental issues identified in the California Environmental Quality Act (CEQA) Appendix G Environmental Checklist and determines if the proposed project would result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact for each topic. If impacts are determined to be potentially significant after incorporation of applicable mitigation measures, an environmental impact report (EIR) would be required. For this proposed project, however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 4: Summary of Mitigation. This section summarizes the mitigation measures incorporated into the proposed project and agreed to by the City as a result of the SCEA, as well as permits that may be required.

Section 5: Determination. This section identifies the Agency's determination of the SCEA evaluation.

Section 6: References. This section lists the references used in preparation of this SCEA.

Section 7: List of Preparers. This section identifies report preparers.

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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The proposed project is located in Daly City, San Mateo County, California (Figure 2.0-1). The project site is located east of the Mission Street / John Daly Boulevard intersection, at 4619 Brunswick Street, on the undeveloped parcel identified as APN 003-210-260 (Figure 2.0-2). The parcel, which is zoned as C-2, consists of 1.15 acres within the Hillside Planning Area.

2.1.1 Land Use Designation

General Plan

The Daly City General Plan Housing Element, Table HE-18, land use designation for the project site is C-MU, which is defined as follows:

"Commercial-Mixed Use (C-MU) Land Use Designation

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 Bay Area Rapid Transit (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 which 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. The FAR for mixed-use land uses generally ranges from 1.0 to 6.0, except in mixed use areas of the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans."

Zoning

The zoning for the project site is Heavy Commercial, which is described as follows:

"Heavy Commercial Zoning Designation

The C-2 Zone allows for a range of commercial development as well as high-density residential (as would be allowed in the R-4 zone) without a Conditional Use Permit. Lot area per du (sq. ft.) [sf] is 1/300. Allowed density is 145 du/[acre][ac]".

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Project: 185703059; Sources: Stantec 2015. Created By: L. McCandless. Updated: 6/19/2015. Service Layer Credits: Sources: Esri HERE DeLorme TomTom Intermap increment P Corp. GEBCO USGS FAO NPS NRCAN GeoBase IGN Kadaster NL Ordnance Survey Esri Japan METI Esri China (Hong Kong) swisstopo MapmyIndia © OpenStreetMap contributors and the GIS User Community

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Figure 2.0-1
Regional Project Location

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Figure 2.0-2
Project Vicinity Map

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2.2 DESCRIPTION OF PROJECT

2.2.1 Project Characteristics

The proposed project is a mixed-use project consisting of both residential and office/commercial uses. The project site totals approximately 1.15 acres. The land use designation is C-MU, which allows for both residential and commercial development. The proposed project's residential component is made up of 100% affordable senior housing with supporting office/commercial space on street level; both which are consistent with the Daly City General Plan and City Zoning Ordinances.

The proposed project allows for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of the City of Daly City, which are well-served by public transportation. The project site plan is presented in Figures 2.0-3 through 2.0-5. The proposed project also anticipates a number of efficiency standards, which would allow the proposed project to be at least 15% more efficient than Title 24 standards.

Residential Element

The proposed project includes one five-story, 206 studio unit senior apartment complex with ground floor office-commercial/residential space above a two-level podium parking garage. The proposed project would include 29,600 sf of ground floor (Level 3) office-commercial/residential space, of which 20,430 sf would be residential space; four stories (Levels 4 through 7; 25,820 sf each) of residential space; an approximately 4,804 sf Amenity area (including a minimum 1,500 sf Senior Community Center) to be used as a gathering space for residents on the ground floor; an approximately 2,570 sf outdoor patio adjacent to the Amenity area on the ground floor; and an approximately 3,757 sf common open space courtyard on Level 4. The proposed project shall also include 82 private balconies, which would provide residents with an additional 50 sf of open space and seven Juliette balconies, which would provide 10 sf of open space, for a total of 10,497 sf of open space.. Additionally, the ground floor outdoor area would be used primarily by residents and those who work in the office/commercial space areas, while the common open space courtyard would be used primarily by residents.

The residential FAR for the proposed project is approximately 2.47 (123,710 sf residential structure ÷ 50,094 sf lot). The proposed residential density is 179.13 du/ac (206 dus ÷ 1.15 ac).

Senior Community Center

The Senior Community Center would include a community space for residents to gather and host events and would be comprised of an open flex-space area, a kitchenette, and a Community Wellness Center. The flex-space area would be an area where residents could host events such as parties, classes, and club meetings. The Community Wellness Center would be a resource within the Community Center for educating and promoting wellness. The Community Wellness Center would provide residents access to local health information including: posted hospital and emergency maps and routes; building emergency evacuation maps and routes; and local urgent care facility contact information. A dedicated 911 telephone land-line, first-aid kit, and a defibrillator

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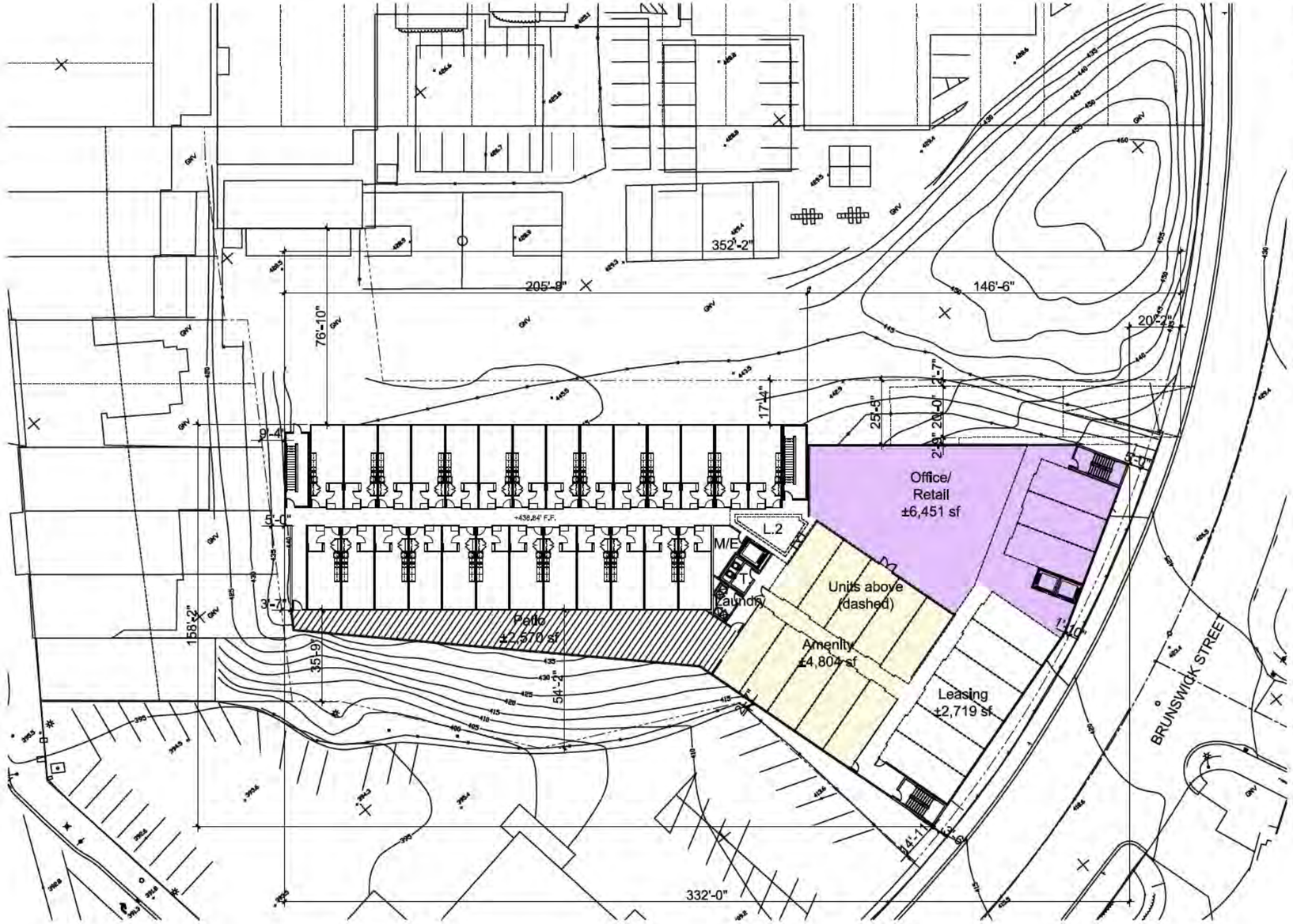

Project Data

5-Story Residential over 2-Story Garage

Site Area Information

Gross Site Area	± 1.15 AC
Dwelling Units	206 DU
Density	179.1 DU / AC

Zoning Information

Unit SF Summary

Total Units (Studio)	206
Average Unit Size	± 403 gsf

Commercial / Office Space

11,100 sf

Amenity Space

2,120 sf

Parking Summary

Required

206 Units x 0.25 Stalls Max/Unit = 52 Stalls

Provided

59 Total Stalls

Garage Level 2 - 25 Standard Stalls, 1 compact, 1 Accessible Stall

Garage Level 1 - 29 Standard Stalls, 1 compact, 2 Accessible Stalls

0 10 20 40

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SITE PLAN

A1.0

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Figure 2.0-3
Project Site Plan

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GARAGE LEVEL 1

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Figure 2.0-4
Project Site Plan

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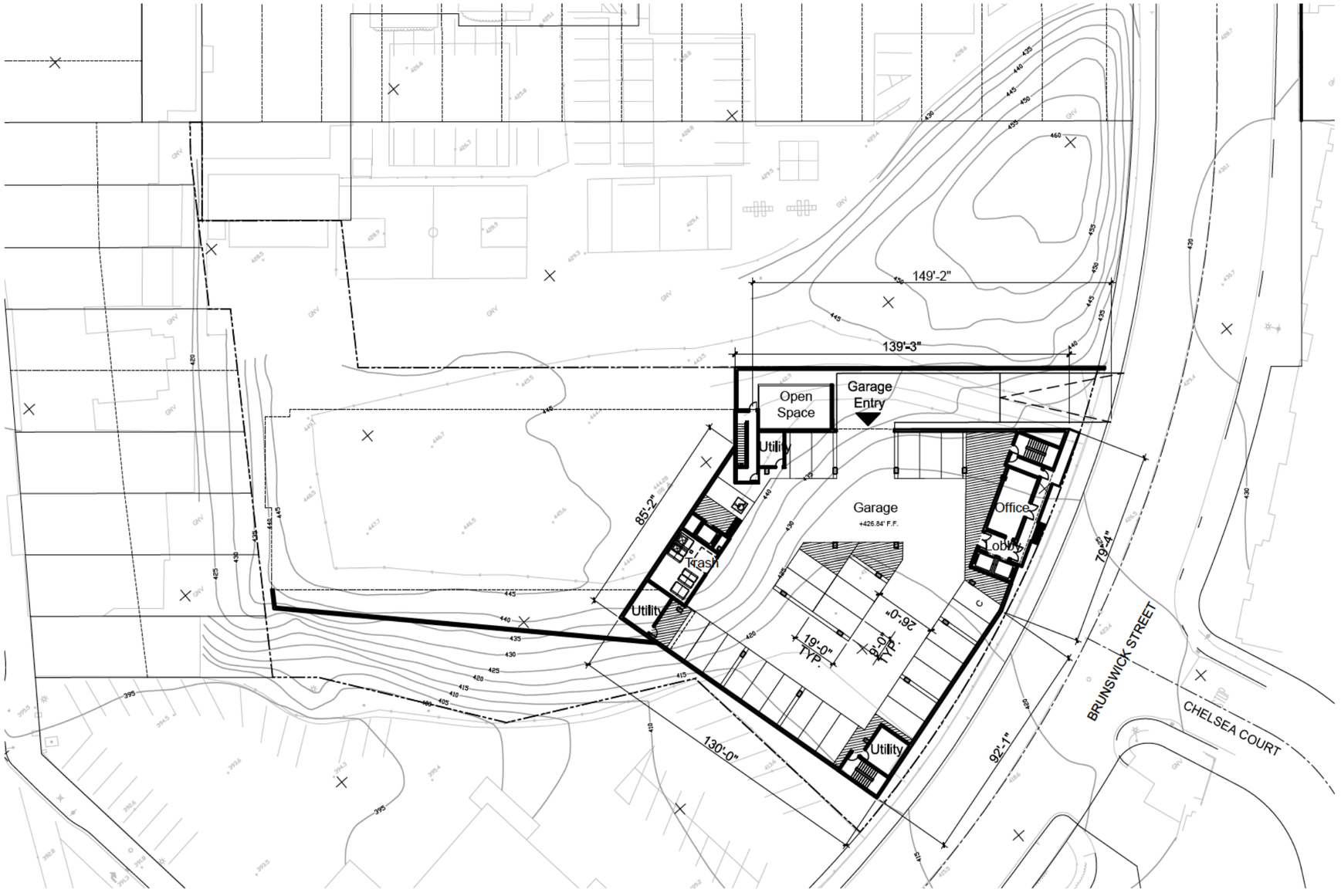

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GARAGE LEVEL 2

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Figure 2.0-5
Project Site Plan

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(AED) would be located in the Community Wellness Center, as well. The Wellness Center would offer scheduled visits by professionals to perform health screenings such as blood pressure checks, hearing tests, and podiatry evaluations, as well as answers to general health related questions. The Wellness Center would also house a resource library with information on managing specific health conditions and maintaining wellness. In addition, seminars would be scheduled that focus on topics such as nutrition, weight management, medication use, and sleep.

Housing Affordability

In accordance with the City's housing ordinance goals, 100% of residences constructed as part of this proposed project would include apartment community housing available for those earning up to 60% of the AMI for San Mateo County.

Residential Parking

The proposed project would be required to meet the parking requirements of the Zoning Ordinance or alternative ratios based on professional analysis and approved by the City prior to project approval and adoption of this SCEA. The proposed project would include approximately 34,325 sf of garage space (17,025 sf Level 1 + 17,300 sf Level 2), with a total of approximately 59 parking stalls for both residential and office/commercial use. Level 1 would have 32 stalls (one compact and two accessible) and Level 2 would have 27 stalls (one compact and one accessible). Two electric vehicle charging stations would be located on Level 2 for assignment to residents who may own clean air vehicles.

Commercial Element

The proposed project includes ground floor (Level 3) office/commercial space above a two-level podium parking garage. The proposed project would include approximately 6,451 sf of office/commercial space and 2,719 sf of leasing space (for a total of 9,170 sf) to be used for non-residential uses and an approximately 2,570 sf outdoor patio adjacent to the Amenity area on the ground floor. The ground floor outdoor area would be used primarily by residents and those who work in the office-commercial/leasing space areas.

The proposed project would result in the construction of up to 9,170sf of office-commercial/leasing space. The Daly City General Plan's allowable average FAR for this land use designation is generally 1.0 to 6.0. The proposed project's commercial FAR is approximately 0.18 due to the topographic limitations of the parcel.

Commercial Parking

The proposed project would be required to meet the parking requirements of the Zoning Ordinance or alternative ratios based on professional analysis and approved by the City prior to project approval and adoption of this SCEA. The proposed project would include approximately 34,325 sf of garage space (17,025 sf Level 1 + 17,300 sf Level 2) with a total of approximately 59 parking stalls for both residential and office/commercial use. Level 1 would have 32 stalls (one compact and two accessible) and Level 2 would have 27 stalls (one compact and one accessible).

Employment

The USGBC determines that an average of 304 sf/employee is needed for general office space. The proposed project includes 9,170 sf office-commercial/leasing space, which would hold approximately 30 employees (9,170 sf ÷ 304 sf/employee = 30 employees).

Design and Appearance

Based on the Daly City General Plan and City Zoning Ordinance, the proposed project is suitable for the surrounding area. The proposed project allows for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of Daly City, which are well-served by public transportation and may transform into more vibrant urban streets.

The project design would complement the existing design and appearance of the adjacent commercial and residential area. The building would be highly articulated on all four sides to maximize architectural interest and minimize building massing.

The proposed project has been designed with a number of architectural treatments, changes in plane, and volume. Building exteriors would consist of materials such as stucco, fiber cement siding, fiber cement panels, brick veneer, metal panels, storefront windows, vinyl windows, metal awnings, metal railings, glass railings, and metal louvre. Figures 2.0-6 through 2.0-11 provide renderings of the proposed project.

As shown on the site plan, the proposed project has been developed to set back from existing sensitive land uses surrounding the project site (Figure 2.0-3).

Circulation

Two access points would be located along Brunswick Street and connect to the internal parking area. Circulation onsite would originate at the northern driveway (access point), allowing entry to the Level 2 garage, while the southern driveway (access point) would be entry and egress to the Level 1 garage. Trucks would access the office/commercial portion of the proposed project through the southern access point connected to Level 1 garage.

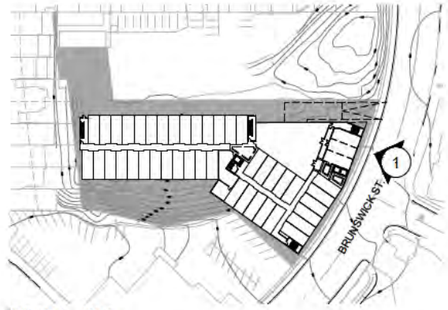
Pedestrian routes would be differentiated by patterned concrete and raised sidewalks throughout the site that would connect with the City's existing sidewalk structure along the southern property boundary.

Grading and Excavation

There would be approximately 2,000 cubic yards of earth movement on the project site. The maximum depth of cut and fill onsite would be approximately 5 ft (pers. comm. A. Locke, April 2015).

Trees, roots, vegetation, and organic surficial soil would be removed from structural areas unless specified in the final design plans by the City. The depth of organic surficial soil to be removed would vary from approximately 2 to 4 inches (pers. comm. A. Locke, April 2015).

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).



KEY MAP - N.T.S.

Material Legend

1. Stucco
2. Fiber Cement Siding
3. Fiber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre

Elevation 1

DALY CITY

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ELEVATIONS

DALY CITY, CA

KTGY # 2014-0150 08.11.2014

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ktgy.com

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Figure 2.0-6
Project Rendering

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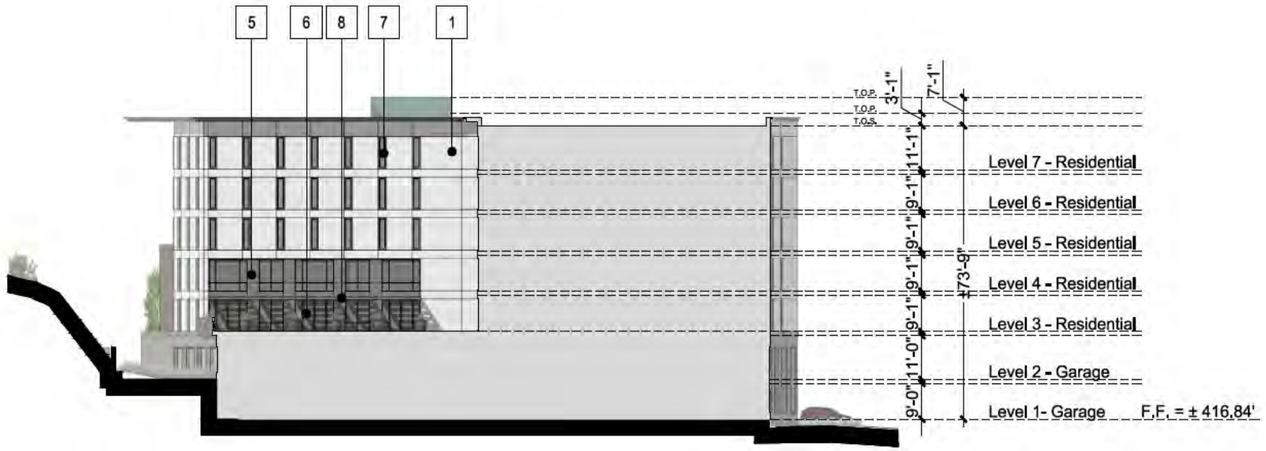
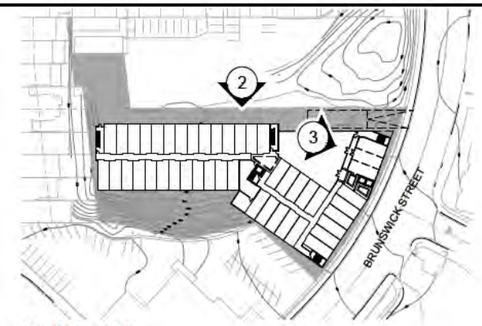


Elevation 3: Courtyard

Elevation 2



KEY MAP - N.T.S.

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Figure 2.0-7
Project Rendering

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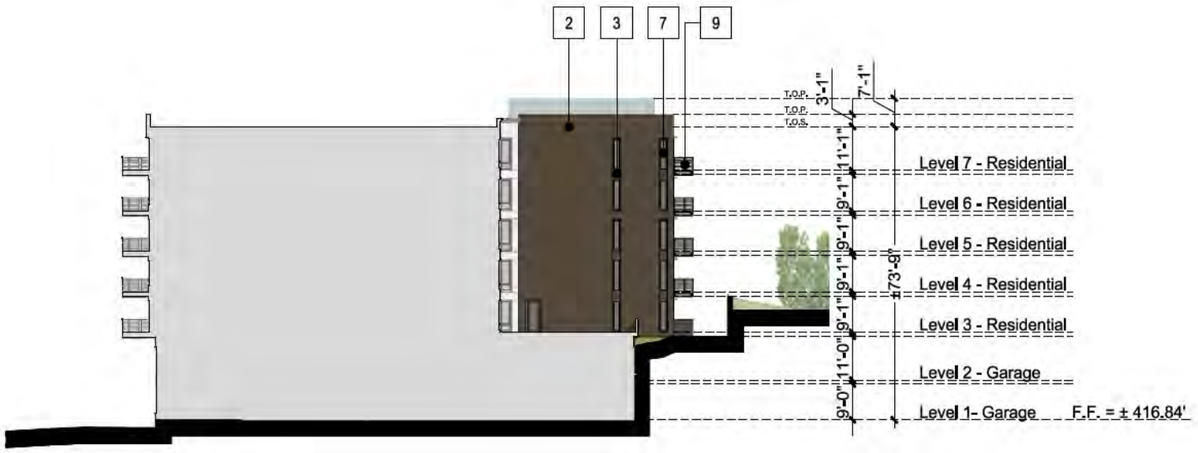
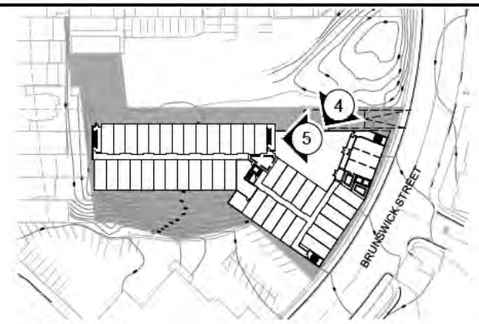


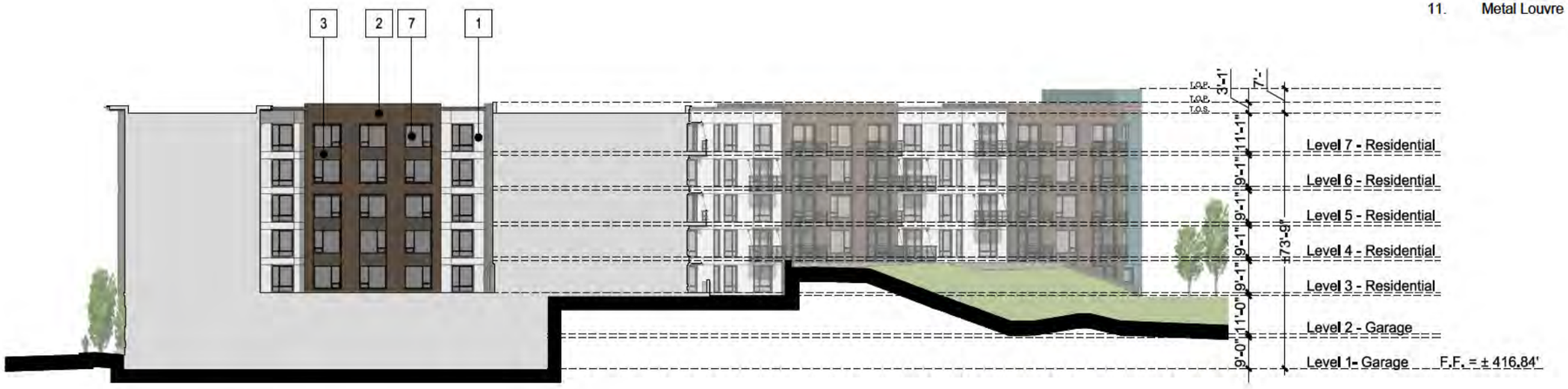
Elevation 5: Courtyard



KEY MAP - N.T.S.

Material Legend

1. Stucco
2. F ber Cement Siding
3. F ber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre



Elevation 4: Courtyard

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Figure 2.0-8
Project Rendering

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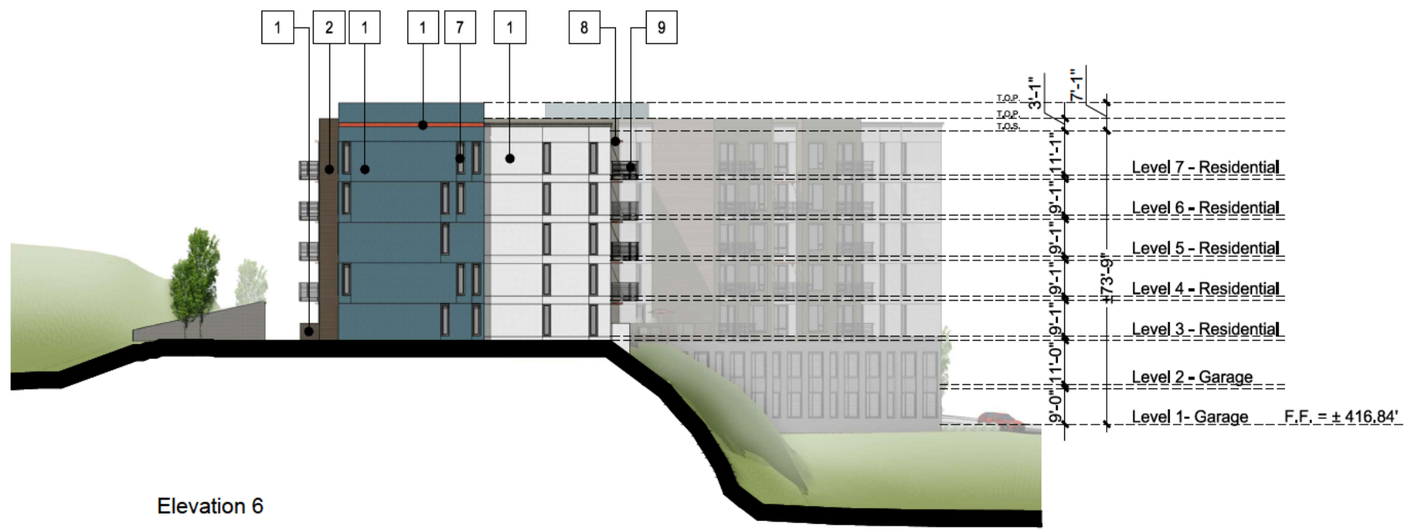
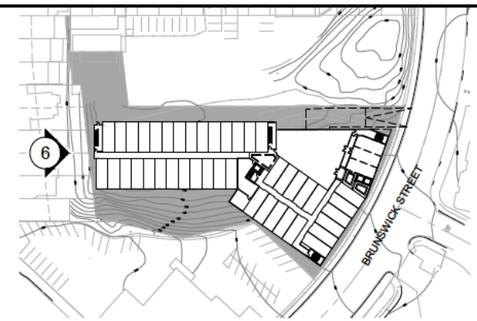


Elevation 6



KEY MAP - N.T.S.

Material Legend

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2. Fiber Cement Siding
3. Fiber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre

DALY CITY

AMG & Associates
16633 Ventura Blvd. Suite 1014
Encino, Ca 91436
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ELEVATIONS

DALY CITY, CA

KTGY # 2014-0150 08.11.2014

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A2.3

KTGY Group, Inc.
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Figure 2.0-9
Project Rendering

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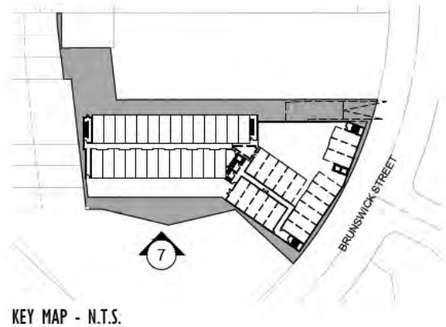

KEY MAP - N.T.S.

Material Legend

1. Stucco
2. F ber Cement Siding
3. F ber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre

Elevation 7

0 8 16 32

DALY CITY

ELEVATIONS

A2.4

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

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Figure 2.0-10
Project Rendering

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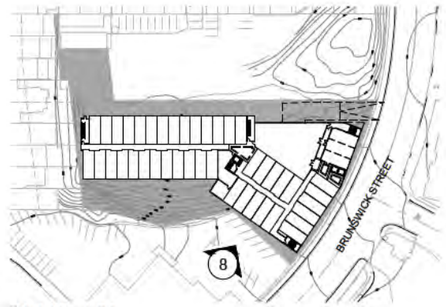

KEY MAP - N.T.S.

Material Legend

1. Stucco
2. Fiber Cement Siding
3. Fiber Cement Panel
4. Brick Veneer
5. Metal Panel
6. Storefront Window
7. Vinyl Window
8. Metal Awning
9. Metal Railing
10. Glass Railing
11. Metal Louvre

Elevation 8

0 8 16 32

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ELEVATIONS

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Figure 2.0-11
Project Rendering

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Erosion control measures implemented during project construction would comply with the State and City stormwater control guidelines as a means of preventing silt-laden stormwater from running offsite.

Utilities and Services

Water

The project site is served by the city's Department of Water and Wastewater Resources (DWWR). A large portion of the city's water supply is received from the San Francisco Public Utilities Commission (SFPUC). Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is provided to the City whenever feasible. According to the Daly City General Plan, multi-family residential water consumption accounts for 30% and commercial accounts for 9%. Utilizing water consumption data from the California Water Resources Control Board, Daly City's water consumption is 39 gallons per capita per day. Potential water consumption for the residential portion of the project site housing 412 residents (assuming two residents per unit) is 16,068 gallons per day. Water consumption for the office-commercial/leasing portion of the proposed project was calculated using data from the USGBC and the Environmental Protection Agency's (EPA) Energy Star Portfolio Manager. The USGBC determines that an average of 304 sf/employee is needed for general office space. The proposed project consists of 9,170 sf of office-commercial/leasing space, which would hold approximately 30 employees. The EPA estimates employee water consumption at 13 gallons per worker per day. Using these estimates, it is proposed that the office-commercial/leasing portion of the proposed project would consume 390 gallons of water per day.

Stormwater

The project site is connected to the City's storm drain system. The proposed project would replace zero sf of existing impervious surface with 46,210 sf of new impervious surface. Stormwater would be treated at landscaped areas and with permeable pavers that would retain and treat runoff. Planters at the northwest and southwest portions of the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. The proposed project consists of the following design measures: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, and non-pervious pavement.

Wastewater

The project site is currently not connected to the City's wastewater system. The proposed project would include the installation of a collector line from the project site to the existing trunk line in Brunswick Street and the replacement of an approximately 320 feet section of the existing 6 inch trunk line in Brunswick Street with an 8 inch trunk line. This trunk line upsizing would not create additional service capacity in the City's wastewater system, rather is would simply facilitate the proposed project's anticipated wastewater output.

Gas and Electricity

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas service to the project site.

Landscaping

Landscaping at the project site would include approximately 600 sf of planter area in the common courtyard and five planters in the outdoor patio area containing trees and shrubs. The plants proposed for these areas are *Tristania laurina* trees, *Photinia*, *Berberis concorde*, *Hydrangea* shrubs, and California meadow sedge ground cover. Along the east and west edges of the property, the following trees are proposed for planting: *Arbutus unedo* (deciduous), *Calocedrus decurrens*, *Lyonothamnus* (deciduous), and *Pittosporum undulatum* (deciduous). Trees on these edges would provide a visual buffer for nearby residents. Landscaping would be a combination of plants native and non-native to the Bay Area. Native plants are California meadow sedge, *Arbutus unedo* (deciduous), *Calocedrus decurrens*, and *Lyonothamnus* (deciduous). Non-native plants are *Tristania laurina*, *Photinia*, *Berberis concorde*, *Hydrangea*, and *Pittosporum undulatum* (deciduous). The existing on-site landscaping would remain where construction and development are not taking place.

Lighting and Signage

Low-level lighting would be installed in the patio and common courtyard areas. All proposed project lighting would be shielded and directed downward to avoid light trespass and minimize the potential for glare or spillover onto adjacent properties. Lighting would be used from dusk to dawn for security purposes during operations. Proposed project lighting would conform to National Electric Safety Code (NESC) requirements and all applicable City of Daly City lighting requirements. The proposed project would not include any lit signage.

No sign structures, above-ground utilities, or other above-ground structures not included within the site conceptual plan drawings would be constructed as part of the proposed project.

Sustainability Features

The proposed project would incorporate a variety of sustainability features that would reduce its demand for resources, utilize non-toxic materials, and promote waste reduction, as follows:

- The 206 residential units would be within walking distance of the Daly City BART Station and multiple Samtrans bus stops and surrounding businesses.
- Inclusion of neighborhood oriented retail services would reduce automotive trips.
- The proposed project structure would be constructed over the podium parking garage, which allows for greater landscaping and green space, thereby reducing heat island effects.
- Energy efficiency improvements would be made for at least 15% efficiency above Title 24 standards.

Project Phasing

Construction

The proposed project would be constructed in one continual phase with the proposed grading dates being March 2016 through September 2017.

Occupancy

Occupancy is not expected to increase in discrete phases. The proposed project is anticipated to be close to full capacity.

2.2.2 Project Objectives

The objectives for the proposed project are as follows:

- Provide a mixed-use project consistent with the Daly City General Plan.
- Provide affordable housing in accordance with the City of Daly City's Regional Housing Needs Allocation, the City of Daly City Housing Allocation Plan, and Government Code 65915/SB 1818.
- Serve as an example of responding to the City of Daly City's Sustainable Communities Strategy and Climate Action Plan.
- Provide a livable neighborhood with an appropriate street design; connections to transit, parks, and recreation; and a diversity of housing types.
- Provide new development that respects existing land uses surrounding the site.

The Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) forecast includes 660,000 new housing units and 1,119,920 new jobs by 2040 in the Bay Area. The General Plan's *Administrative Draft Housing Element 2014–2022* forecast includes 1,350 of the new housing units (between 2014 and 2022) and 9,180 of the new jobs (between 2010 and 2025) to be in the City of Daly City. Approximately 15% (206 housing units) of the housing growth and 0.3% (30 employees) of the job growth in Daly City would be from the proposed project.

In accordance with the City Planning Department's application review process, the proposed project is "consistent with the use designation, density, building intensity, and applicable policies specified for the project area" in a Sustainable Communities Strategy, which has been accepted by the Air Resources Board as meeting applicable greenhouse gas (GHG) reduction targets (PRC § 21159.28).

The project site is located within an area that is identified as a Transit Priority Area in the Metropolitan Transportation Commission (MTC) RTP/SCS. The proposed project falls within the planning assumption that MTC projected for the Plan Bay Area in the RTP/SCS.

The requested proposed project entitlements for project implementation are as follows:

- Mitigation Monitoring Program.
- Use Permit.

- Design Review.

The concessions/incentives for project implementation are as follows:

- Height.
- Open Space.
- Parking Spaces.

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.

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Figure 3.1-1
KOP Locations

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BEFORE - Original Photo

AFTER - Photo Simulation

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

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

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BEFORE - Original Photo

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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BEFORE - Original Photo

AFTER - Photo Simulation

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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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BEFORE - Original Photo

AFTER - Photo Simulation

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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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3.8 HYDROLOGY AND WATER QUALITY

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Inundation of seiche, tsunami, or mudflow?	☐	☐	☒	☐

3.8.1 Environmental Setting

The following paragraphs describe the hydrologic and water quality setting within Northern San Mateo County and the City of Daly City.

Climate and Precipitation

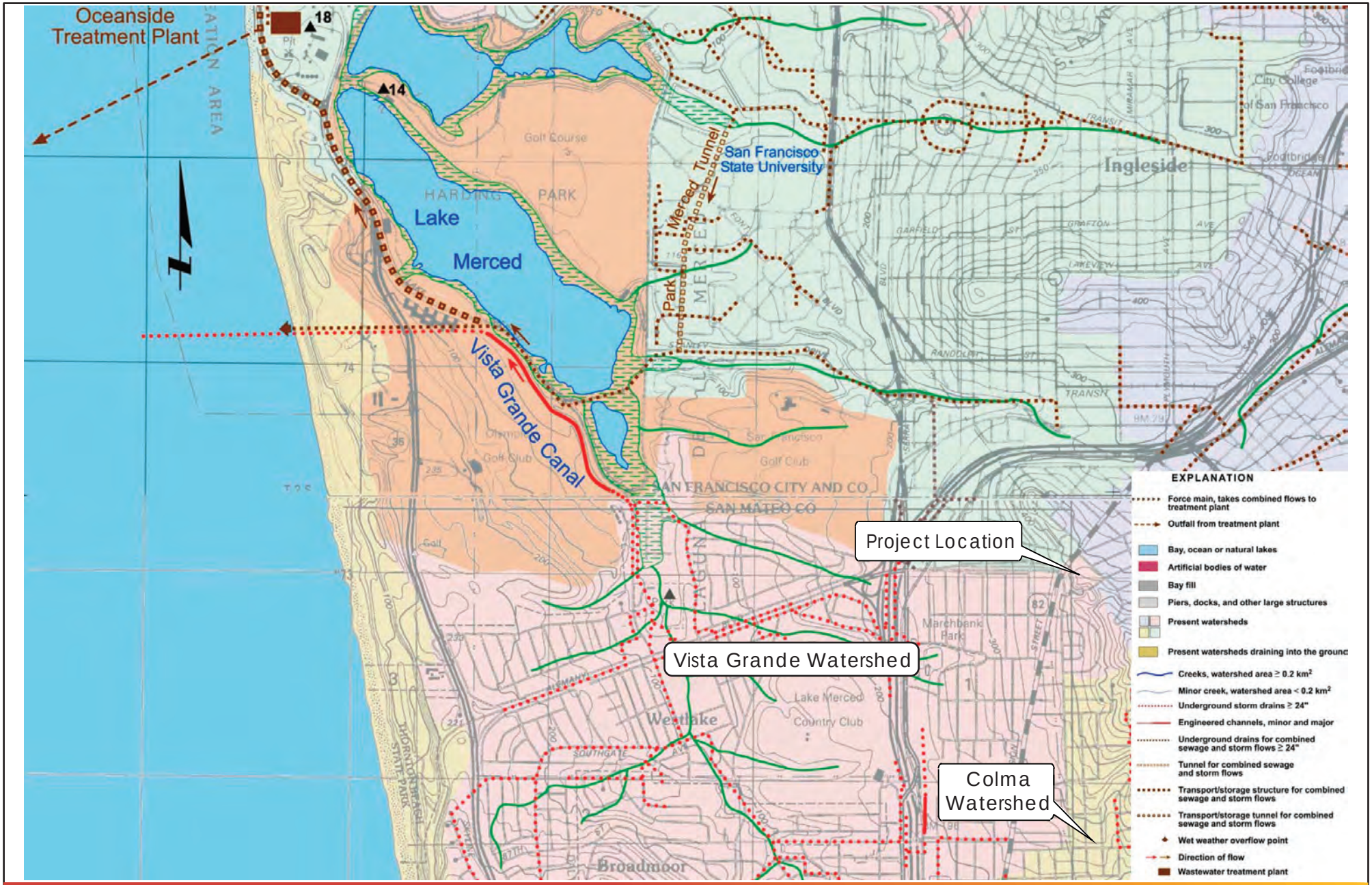
The City's climate is moderated by the cooling influence of the Pacific Ocean. Precipitation in the Bay Area typically occurs from October through April. Coastal fog during the summer months and relatively mild winter temperatures produce mean monthly minimum temperatures between 39 and 54 degrees F and mean monthly maximum temperatures between 60 and 67 degrees F. Average annual rainfall between the period from 1982 to 2010 was 16.0 inches (CIMS 2010).

Topography

The project site sits atop a flattened plateau that is elevated above street level on all sides. Elevation of the site ranges from approximately 395 feet above mean sea level (msl) at Brunswick Street to approximately 460 feet above msl at the top of the plateau. Site topography is mountainous with a range of 65 feet in height. Existing site drainage is overland, draining from east to west.

Watershed and Regional Drainage

A watershed is the geographic area draining into a river system, ocean, or other body of water through a single outlet and includes the receiving waters. The City of Daly City contains five watershed areas, the two largest are the Vista Grande and Colma Creek watersheds (Figure 3.8-1). The northern portion of the City of Daly City, including the proposed project, is located within the Vista Grande watershed area. The Vista Grande watershed area borders the City and county of San Francisco to the north, Colma Creek watershed to the south and east, and the Pacific Ocean on the west. The Vista Grande portion of the City of Daly City's stormwater collection system drains the northwestern area of Daly City and an unincorporated portion of San Mateo County.



Project: 185703059; Sources: Stantec 2015 Created By: L McCandless Updated: 5/6/2015

Stantec

Note: The current-day Lake Merced watershed is in orange. It has no surface outlet to the ocean, although the lagoon in the zoo roughly follows where the old outlet had been. As the neighborhood developed, surface runoff to the lake became polluted. Consequently the southern portion of the original watershed (pink), and eastern portion (green) were diverted from flowing into the lake. The green lines on the map show where all the surface creeks had been before being diverted.

Figure 3.8-1
Daly City Watersheds

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The project site lies on the border of the Vista Grande and Colma Creek watersheds. While the project site lies within the Vista Grande Watershed, it appears that site drainage would flow south down Mission Ave into the Colma Creek watershed, which drains east into the San Francisco Bay (Day City General Plan EIR 2013).

Local Drainage

The project site is located within the "Hillside" planning area and is served by the City's storm drain system, maintained by the Daly City Public Works Department. Existing storm water on the site runs off primarily to the south and west and into the storm drain system. A 6 inch storm drain is located within Brunswick Street, which drains into a 6 inch drain line on Hillside Drive, which flows north to an 8 inch line within Mission Street, which flows to the south. Catch basins are located across the street from the project site, on Chelsea Court, which also drain to Hillside Drive and Mission Street. The Daly City General Plan lists constraints within the Hillside Planning area as "aging sewer and water lines." Figure 3.8-2 shows the local storm drain network in the vicinity of the project site.

Groundwater Supply

The project site overlies the southwest corner of the Islais Valley Groundwater Basin, within the San Francisco Bay Hydrologic Region, as shown in Figure 3.8-3. The San Bruno Mountains bound the basin to the west. It is separated from the Downtown San Francisco Groundwater Basin to the north and the Visitacion Valley and South San Francisco Groundwater Basins to the south by bedrock topographic highs.

Geologically the Islais Valley basin can be broadly classified as bedrock and unconsolidated sediment (USGS 1993). Impermeable bedrock of the Franciscan Complex forms the base of the water bearing formations. Unconsolidated material overlying the bedrock comprise the water bearing strata and consists of dune sand, the Colma Formation, bay mud and clay, and artificial fill (USGS 1993). The Colma Formation consists of finegrained sand, silty sand and discontinuous beds of clay to five feet thick (USGS 1993). The artificial fill is largely composed of dune sand with lesser amounts of silt and clay, and some manmade debris (Schlocker 1974). It reaches a maximum total thickness of about 60 feet (USGS 1993). The unconsolidated material in aggregate has a maximum thickness of 200 feet indicating a relatively low storage capacity for groundwater and minimal protection from potential surface contamination (USGS, 1993). No municipal water supply wells are located in the Islais Valley basin. Therefore, water quality and water supply discussions will focus primarily on the SWB.

The majority of Daly City lies within the South Westside Groundwater Basin. The 14-square mile SWB underlies Daly City, Colma, South San Francisco, San Bruno, Millbrae, and portions of unincorporated San Mateo County, Burlingame, and Hillsborough. Beneath the City of Daly City, the groundwater basin (from lower to upper strata) consists of Franciscan Bedrock, Older Merced Formation, Upper Merced Formation, and Colma Formation overlain by clay and sand.

The principal production aquifer, the SWB, is separated from shallow groundwater by 50 to 100 feet of intervening clay and sand deposits. The groundwater elevation data suggest that the shallowest groundwater may be locally perched. The depth to groundwater in the primary production aquifer ranges from 200 to 300 feet below ground surface (bgs) in the City of Daly City area.

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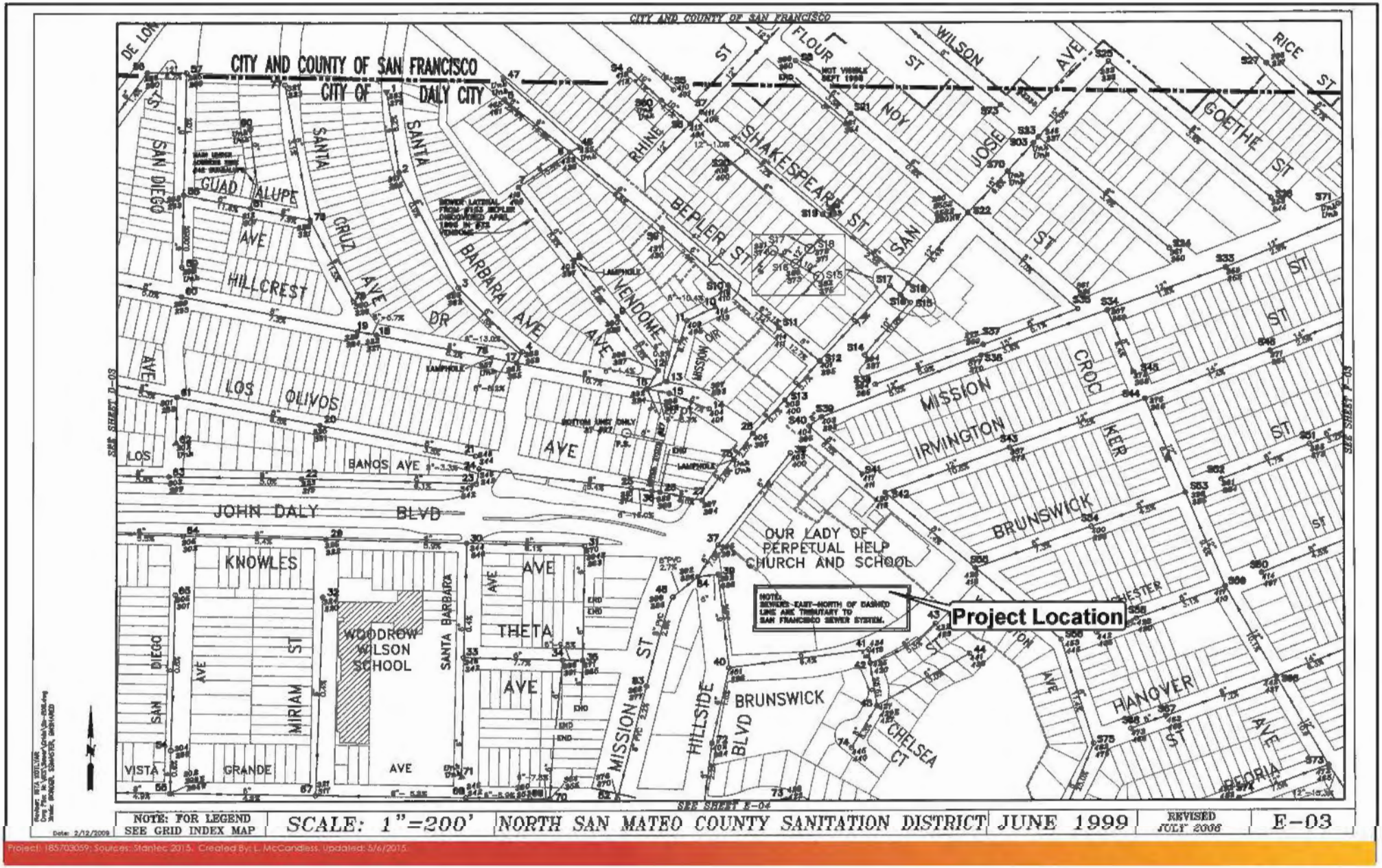

Project: 185703059; Sources: Stantec 2015. Created By: L. McCandless. Updated: 5/6/2015.

Stantec

Figure 3.8-2
Daly City Sewer System

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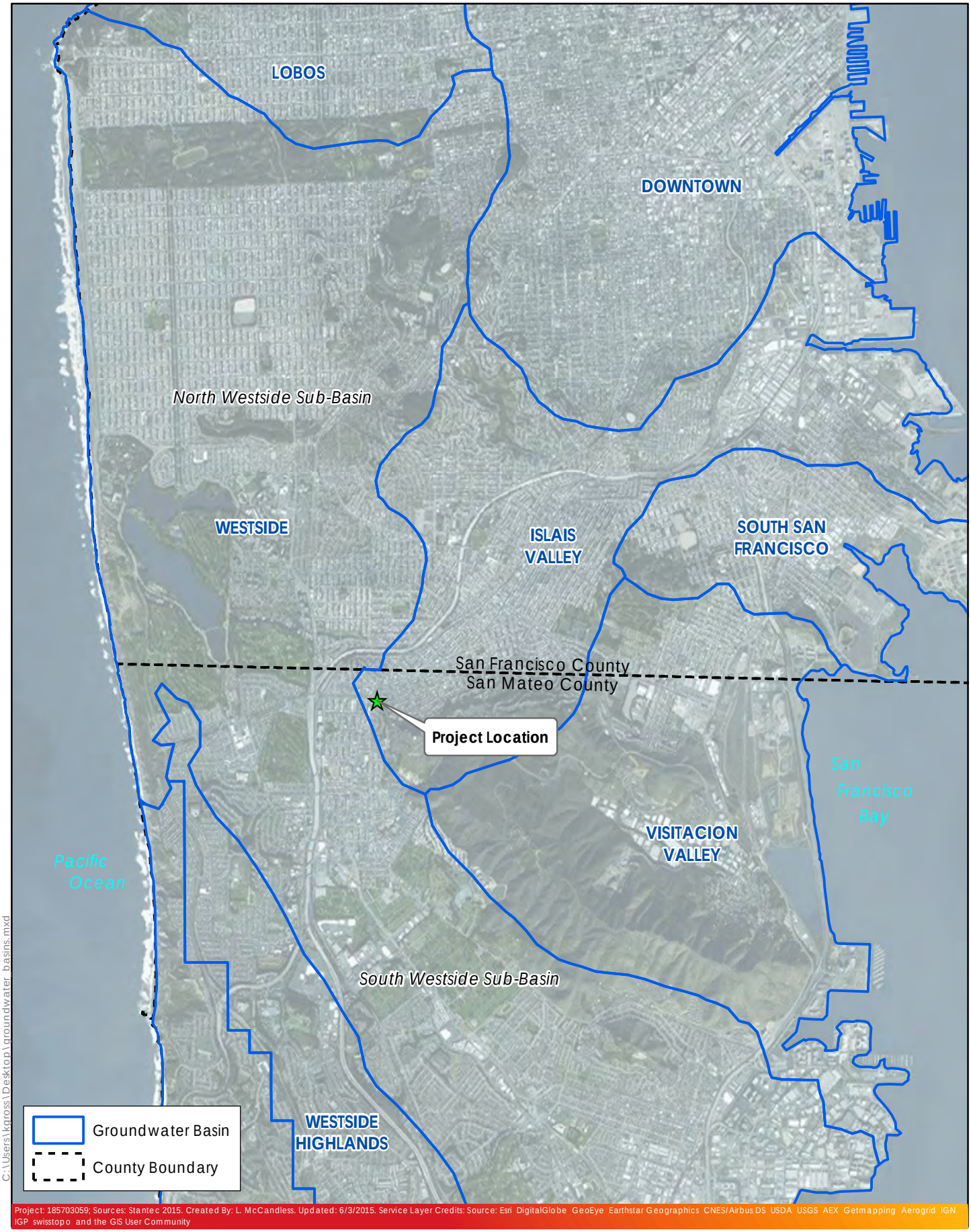

Stantec

N

0 1.2 Miles

Note: Per PUC Resolution No. 15-0070, although the Westside Basin has been designated by DWR as a single basin, it has been divided administratively on the San Francisco County/San Mateo County border

Figure 3.8-3
Groundwater Basins

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Pursuant to Water Code Section 10723.8, the SFPUC, recently notified the California Department of Water Resources (DWR) of its intent to undertake sustainable groundwater management of the seven groundwater basins that underlie the City and County of San Francisco, among them the Islais Valley (DWR Basin No 2-33 – northern portion within City, and the Westside (DWR Basin No. 2-35. All of the basins are classified by DWR as very low priority basins under the Sustainable Groundwater Management Act. A public hearing held in accordance with Water Code Section 10723(b) on March 10, 2015, established the SFPUC as the Groundwater Sustainability Agency (GSA) for the seven groundwater basins within the City and County of San Francisco (SFPUC, 2015).The composition of the GSA for the South Westside Basin has not yet been determined. Upon establishment of a GSA for the SWB, the SFPUC will enter into coordination agreements, as defined in Water Code Section 10721(d), with the individual agencies and water providers to ensure the coordinated implementation of GSPs for the entire Westside Basin. The agreements will be consistent with the Regional Groundwater Storage and Recovery Project Operating Agreement among the SFPUC, California Water Service Company, and the cities of San Bruno and Daly City (SFPUC 2015).

The City of Daly City receives the majority of its water supply from the SFPUC, with 10 SFPUC pipeline connections (turnouts). They are connected to the Sunset, San Andreas #2, and Crystal Springs #2 pipelines and can supply approximately 30.89 million of gallons per day (mgd) at a rate of approximately 21,400 gallons per minute (Daly City 2005). The City supplements this supply with groundwater pumped from five local wells in the SWB. Daly City also uses tertiary recycled water from the North San Mateo County Sanitation District Wastewater Treatment Plant (WWTP) wherever feasible, to offset water demands. From 1999 through 2009, an average of 28% of the City's water supply was from City groundwater wells. However, from 2010 through 2013, approximately 40% of the City of Daly City's water supply was obtained from groundwater (Brown and Caldwell 2014). Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno, Daly City, and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. Daly City has agreed to self-limit groundwater pumping to 3.43 million gallons per day (City of Daly City 2015)

According to historical groundwater elevation data contained in the South Westside Groundwater Management Plan, groundwater depth at well DC-8, located south of the project site, ranged between approximately 120 feet bgs and 60 feet bgs. Borings advanced to 7.5 feet bgs as part of a Geotechnical Study for the proposed project did not encounter groundwater.

Water Quality

The project site is located within the Vista Grande watershed near the Colma Creek watershed. Storm water runoff from the project site will discharge into the City's storm drain system within Mission Street, which connects to Colma Creek and eventually into the San Francisco Bay.

State policy for water quality control in California is directed toward achieving the highest water quality consistent with maximum benefit to the people of the state. Aquatic ecosystems and underground aquifers provide many different benefits to the people of the state. The SWRCB is charged with protecting all these uses from pollution

and nuisance that may occur as a result of waste discharges in the region. Beneficial uses of surface waters, groundwaters, marshes, and wetlands serve as a basis for establishing water quality objectives and discharge prohibitions to attain these goals.

In accordance with Section 303 (d) of the CWA, the State must present the EPA with a list of impaired water bodies that do not meet water quality standards. Once a water body has been placed on the 303(d) list of impaired waters, States are required to develop a Total Maximum Daily Load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet the water quality standards (SWRCB 2012). The City is located in Regional Board Region 2 – San Francisco Bay Region. The beneficial uses of the surface water bodies in the City of Daly City to which stormwater from the project site would discharge have been designated in the RWQCB Basin Plan, as listed in Table 3.8-1, below. Due to its close geographic proximity, Lake Merced is included as well.

Table 3.8-1: Designated Beneficial Uses and Pollutants Within Impaired Surface Waters Near Project Site

Water Body	Designated Beneficial Use	Pollutants	Source(s)	Planned TMDL Completion
Surface Water				
Lake Merced	WARM	Low Dissolved Oxygen, pH	Source Unknown	(Planned) 2019
Colma Creek	WARM, WILD, REC1, REC2	Trash, Chlordane, DDT, Dieldrin, Dioxin compounds, Furan compounds,	Nonpoint sources, Atmospheric deposition	2013 and Planned 2019
San Francisco Bay (Lower)	IND, COMM, SHELL, EST, MIGR, RARE, SPWN, WILD, REC1, REC2, NAV	Invasive Species, Furan Compounds, Mercury, PCBs, Trash	Ballast water, Industrial and municipal point sources, atmospheric deposition, unknown nonpoint sources, illegal dumping, urban runoff/storm sewers	Approved 2008 (Mercury), Planned 2019, 2021
Legend: AGR = Agricultural Supply, COMM = Commercial and Sport Fishing, EST = Industrial Service Supply, MIGR = Fish Migration, WARM = Warm Freshwater Habitat				

Groundwater Quality

Although the SWB is classified by the DWR as a very low priority basin under the SGMA, the entire SWB is a source of recharge and requires protection to ensure high quality recharge and to maintain or enhance existing recharge quantities. Pervious areas such as open spaces, parks, cemeteries, and golf courses allow water to percolate into the soil and recharge the aquifer.

According to South Westside Groundwater Management Plan, July 2012, Drinking water source assessments produced by groundwater agencies have identified uses that

threaten groundwater quality in the SWB along with delineation of capture zones around wells. Uses that threaten some wells in the basin include:

- Automobile repair shops.
- Automobile gas stations.
- Dry cleaners.
- Military Installations.
- Sewer Collection Systems.
- Underground storage tanks – confirmed leaking tanks.
- Utility Stations – maintenance areas.

Ambient groundwater quality reflects the general groundwater quality on a regional scale. Analysis of the most prominent ambient water quality concerns, iron, manganese, nitrate, and total dissolved solids (TDS) was performed based on raw groundwater quality data contained in the Department of Public Health (DPH) database in 2010. Iron and manganese do not pose a risk to human health, but are an aesthetic concern for water users. High concentrations can result in poor tasting water or water that stains fixtures. The source of iron and manganese in groundwater is typically naturally occurring soils and rocks. Nitrate in groundwater poses a health risk if concentrations are too high and the water is not properly treated. Low levels of nitrate are naturally occurring, but higher levels are almost always the result of human activity, such as inorganic fertilizer, animal manure, septic systems, and deposition of airborne compounds from industry and automobiles. Maximum contaminant levels (MCL) are enforceable standards established by EPA and DPH to set the highest level of a contaminant allowed in drinking water. MCLs are set as close as feasible to the level below which there is no known or expected health risk using the best available treatment technology and taking cost into consideration (EPA 2009).

The concentrations of manganese, iron, nitrate, and TDS at selected wells in Daly City, along with relevant SMCLs, are presented in Table 3.8-2, below.

Table 3.8-2: Water Quality Concerns in the South Westside Basin

Water Quality Concern	Concentration	SMCL
Iron	201-300	300
Manganese	20.01-50	50
Nitrate as NO_3	31-45	45
TDS	250-300	500/1000/1500
Source: South Westside Groundwater Management Plan, 2012.		

As shown in the table, current concentrations of the identified water quality concerns are currently at the SMCLs for those constituents for Iron, Manganese, and Nitrates in the Junipero Serra well located less than a mile south of the project site.

Flooding

Flood hazard zones are areas subject to flood hazards that are identified on an official Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA). Flooding can be earthquake induced or the result of intense rainfall. Areas within a 100-year floodplain have a 1% probability of flooding in a given year. The

Federal Emergency (FEMA) has designated Daly City as a Non-Special Flood Hazard Area (NSFHA), defined as an area that is in a moderate to low risk flood zone. An NSFHA is not in any immediate danger from flooding caused by overflowing rivers or hard rains (NFIP 2015)

According to FIRM Map. No. 06081C0030E the project site is not within a 100-year or 500-year flood zone.

The California Office of Emergency Services (CalOES) has compiled dam inundation maps for the San Francisco Bay area. A review of these maps indicate that the project site is not located within a dam inundation area. Therefore, the proposed project would not be subject to flooding due to dam inundation.

A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Tsunami inundation maps have also been developed for the San Francisco Bay area.

The project site is over one mile from the Pacific Ocean at an elevation of 432 feet above msl at its lowest point, and is not within the mapped tsunami inundation area. Therefore, it would not be subject to flooding from a tsunami.

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, swimming pools, or semi enclosed bodies of water, such as San Francisco Bay and Lake Merced. Because the project site is far from San Francisco Bay and Lake Merced is over one-mile away, it would not be subject to seiches.

The site is also outside of the influence of sea level rise, as shown on the NOAA sea level rise map. It is not subject to dike/levee failures.

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

Chapter 3.8 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on hydrology, flooding, and water quality. Existing national, State, and local laws, as well as policies contained in the Daly City General Plan would reduce these potential impacts on hydrology, flooding, and water quality to less than significant levels.

Policies

Policy SE-2.1: Protect the City of Daly City from unreasonable risk to life and property caused by flood hazards by designing and constructing drainage facilities to improve the flow capacity of the City's water system in order to accommodate the storm water runoff generated by a 100-year storm.

Policy SE-2.2: Reduce localized flooding through City funded drainage system improvements; seek alternate funding where possible.

Policy SE-2.3: Continue to require the habitable portions of new structures to have a finished flood elevation 1.5 feet above the projected 100-year water surface or to be adequately protected from flooding.

Policy SE-2.4: Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.

Policy SE-2.5: Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.

Program S-1: Grading and Erosion Control Ordinance – to minimize runoff from grading. Adopt ordinance which ensures that new construction, on-going businesses, and municipal maintenance will preserve stormwater runoff which flows to the ocean and bay.

Program S-2: Implementation of Erosion Control Program – reduce hazards associated with soil erosion. Inspection and monitoring of construction activities to ensure compliance with the erosion and grading ordinance.

3.8.3 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.

3.8.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.8 of the Plan Bay Area EIR evaluated potential impact to hydrology and water quality associated with future land development under the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Stormwater Discharge Requirement

The Plan Bay Area EIR analyzed the potential impact related to water quality standards or waste or stormwater discharge requirements (Impact 2.8-1), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(a), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impact related to increased non-point-source pollution of stormwater runoff from construction sites due to discharge of sediments, chemicals, and wastes to nearby storm drains and creeks (Impact 2.7-5), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(a), the impact would be less than significant with mitigation.

b. Groundwater Recharge

The Plan Bay Area EIR analyzed the potential impact related to interference with or reduction rates of groundwater recharge due to the increased impervious surfaces, such that there would be a net deficit in aquifer volume or a lowering of the groundwater table (Impact 2.8-2), and determined the impact would be less than significant.

c and d. Erosion by Altering Drainage Patterns

The Plan Bay Area EIR analyzed the potential impact related to erosion by altering the existing drainage patterns (Impact 2.8-3), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(a), the impact would be less than significant with mitigation.

e. Runoff Due to Impervious Surfaces

The Plan Bay Area EIR analyzed the potential impact related to increased rates and amounts of runoff due to additional impervious surfaces, higher runoff values for cut-and-fill slopes, or alterations to drainage systems that could cause potential flood hazards and effects on water quality (Impact 2.7-6), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(a), the impact would be less than significant with mitigation.

f. Water Quality

The Plan Bay Area EIR analyzed the potential impact related to increased non-point pollution of stormwater runoff due to litter, fallout from airborne particulate emissions, or discharges of vehicle residues, including petroleum hydrocarbons and metals that would impact the quality of receiving waters (Impact 2.8-4), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(a), the impact would be less than significant with mitigation.

g and h. 100-year Flood Hazard

The Plan Bay Area EIR analyzed the potential impact related to a 100-year flood hazard area structures which would impede or redirect flows (Impact 2.8-7), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.8(b), the impact would be less than significant with mitigation.

i and j. Flooding, Seiche, Tsunami, or Mudflow

The Plan Bay Area EIR analyzed the potential impact related to exposure of people to a significant risk of loss, injury, or death involving flooding, seiche, tsunami, or mudflows (Impact 2.8-8), and determined the impact would be less than significant.

3.8.5 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 2.8(a) would reduce the proposed project's impacts to hydrology and water quality to a less than significant level with mitigation.

"***2.8(a)*** *To reduce the impact associated with potential water quality standards violations or waste or stormwater discharge requirement violations, implementing agencies shall require project sponsors to comply with the State, and federal water quality regulations for all projects that would alter existing drainage patterns in accordance with the relevant regulatory criteria including but not limited to the National Pollution Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures shall be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans shall be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local drainage control requirements that exceed or reasonably replace any of these measures to project receiving waters from pollutants.*

Implementing agencies shall require project sponsors to commit to best management practices (BMPs) that would minimize or eliminate existing sources of polluted runoff during both construction and operational phases of the project. Implementing agencies shall require projects to comply with design guidelines established in the Bay Area Stormwater Management Agencies Association's Using Start at the Source to Comply with Design Development Standards and the California Stormwater Quality Association's California Stormwater Best Management Practice Handbook for New Development and Redevelopment to minimize both increases in the volume and rate of stormwater runoff, and the amount of pollutants entering the storm drain system. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to water quality or stormwater management.

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:

Construction

- *Limiting excavation and grading activities to the dry season (April 15 to October 15) to the extent possible in order to reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas.*

- *Regulating stormwater runoff from the construction area through a stormwater management/erosion control plan that may include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters if excavation occurs during the rainy season. This control plan should include requirements to cover stockpiles of loose material, divert runoff away from exposed soil material, locate and operate sediment basin/traps to minimize the amount of offsite sediment transport, and removing any trapped sediment from the basin/ trap for placement at a suitable location on-site, away from concentrated flows, or removal to an approved disposal site.*

- *Providing temporary erosion control measures until perennial revegetation or landscaping is established and can minimize discharge of sediment into receiving waterways.*

- *Providing erosion protection on all exposed soils either by revegetation or placement of impervious surfaces after completion of grading. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15).*

- *Using permanent revegetation/landscaping, emphasizing drought-tolerant perennial ground coverings, shrubs, and trees.*

- *Ensuring BMPs are in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary.*

- *Storing hazardous materials such as fuels and solvents used on the construction sites in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals should be designated as responsible for prevention and cleanup activities.*

Operation

- *Designing drainage of roadway and parking lot runoff, wherever possible to run through grass median strips which are contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before runoff reaches culverts, or into detention basins. Facilities such as oil and sediment separators or absorbent filter systems should be designed and installed within the storm drainage system to provide filtration of stormwater prior to discharge and reduce water quality impacts whenever feasible.*

- *Implementing an erosion control and revegetation program designed to allow re-establishment of native vegetation on slopes in undeveloped areas as part of the long-term sediment control plan.*

- *Using Integrated Pest Management techniques (methods that minimize the use of potentially hazardous chemicals for landscape pest control) in landscaped areas. The handling, storage, and application of potentially hazardous chemicals shall take place in accordance with all applicable laws and regulations.*

Significance After Mitigation

As required by Provision C.3, new development in the region that would introduce 10,000 or more square feet of new impervious surfaces must incorporate LID strategies—such as stormwater reuse, onsite infiltration, and evapotranspiration—as initial stormwater management strategies. Secondary methods that could be incorporated include the use of natural, landscape based stormwater treatment measures, as identified by Provision C.3. Stormwater treatment measures may also be required in the final design plans in accordance with local stormwater management plans. The treatment measures may vary from "local" improvements at individual building sites to "area wide" concepts such as stormwater treatment wetlands with large open space areas. Treatment control measures may include

use of vegetated swales and buffers, grass median strips, detention basins, wet ponds, or constructed wetlands, infiltration basins, and other measures. Filtration systems may be either mechanical (e.g., oil/water separators) or natural (e.g., bioswales and settlement ponds).

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 2.8(a), the impact is found to be less than significant with mitigation (LS-M)."

3.8.6 Project Specific Impact Discussion

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Development of the proposed project would result in the conversion of approximately 46,210 sf (1.06 acres) of undeveloped, permeable land, resulting in a largely impervious surface with the potential to result in an increased volume and velocity of surface water runoff.

Construction Impacts

Construction activities could result in the degradation of water quality, releasing sediment, oil and greases, and other chemicals to nearby water bodies. Construction materials such as fuels, solvents, and paints may present a risk to surface water quality. Refueling and parking of construction vehicles and other equipment on-site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, the proposed project would be required to comply with the NPDES General Construction Permit (GCP) as well as prepare a SWPPP that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB mandates that projects that disturb one or more acres must obtain coverage under the Statewide GCP. Since the proposed project would involve development of 1.15 acres, it would be subject to these requirements. The GCP also requires that prior to the start of construction activities the proposed project applicant must file PRDs with the SWRCB, which includes a NOI, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations.

In addition, the Project must comply with the City of Daly City's Grading, Erosion, and Sediment Control Ordinance, as specified in the Chapter 15.62 in the Municipal Code, to minimize potential impacts to water quality. An erosion and sediment control plan must be prepared and submitted with the grading plan for approval by the City Engineer prior to the start of construction.

The City of Daly City is under the jurisdiction of the San Francisco RWQCB (Region 2) and is subject to the WDRs of the Municipal Regional Stormwater Permit (MRP). Per the MRP, implementation of the following construction BMPs are also required:

- Control and prevent discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, rinse water from architectural copper, and non-stormwater discharges to storm drains and watercourses.
- Store, handle, and dispose of construction materials/wastes properly to prevent contact with stormwater.
- Do not clean, fuel, or maintain vehicles on-site, except in a designated area where wash water is contained and treated.
- Train and provide instruction to all employees and subcontractors regarding the construction BMPs.
- Protect all storm drain inlets in the vicinity of the site using sediment controls such as berms, fiber rolls, or filters.
- Limit construction access routes and stabilize designated access points.
- Attach the SMCWPPP's construction BMP plan sheet to project plans and require contractors to implement the applicable BMPs on the plan sheet.
- Use temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
- Delineate with field markers clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses.
- Perform clearing and earth moving activities only during dry weather.
- Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
- Trap sediment on-site, using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stockpiles, etc.
- Divert on-site runoff around exposed areas; divert off-site runoff around the site (e.g., swales and dikes).
- Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.

Provide notes, specifications, or attachments describing the following:

- Construction, operation, and maintenance of erosion and sediment control measures, including inspection frequency.
- Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material.
- Specifications for vegetative cover and mulch, including methods and schedules for planting and fertilization

- Provisions for temporary and/or permanent irrigation.

The project applicant would prepare a SWPPP that addresses these and other structural and non-structural BMPs that would be implemented at the site.

In addition, the City of Daly City reviews individual projects for stormwater conformance with applicable laws, policies, and guidelines and has the authority to inspect and conduct sampling at properties to ensure that the provisions of the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code) are implemented. With development and implementation of the BMPs in the Erosion and Sediment Control Plan and the SWPPP and compliance with City, County, and State stormwater regulations, the construction impacts to water quality would be less than significant.

Operational Impacts

Runoff from high-density residential and commercial properties with parking typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), roofing, gutter, and trim runoff, as well as fertilizers, herbicides, pesticides, and other pollutants associated with landscaping. In addition, sources of pollutants that accompany large scale buildings would be present – such as on-site storm drain inlets, dumpster storage area, fire sprinkler test water, rooftop equipment, courtyard, sidewalks, and a parking lot.

Water quality in stormwater runoff is regulated locally by the SMCWPPP, which include the C.3 provisions set by the San Francisco Bay RWQCB. The San Mateo Countywide NPDES permit was amended in 2009 and now includes stricter requirements for incorporating post-construction stormwater control/LID measures into new development and redevelopment projects. All development and redevelopment projects must incorporate site design, source control, and treatment measures to the maximum extent practicable and to use stormwater control measures that are technically feasible and not cost prohibitive. Also, each project regulated under the C.3 provisions must treat 100% of the amount of runoff for the project's drainage area with on-site LID treatment measures. Stormwater treatment requirements must be met by using evapotranspiration, infiltration, rainwater harvesting, and reuse, except where this is infeasible in which case landscape-based biotreatment is allowed.

Effective December 1, 2011, the threshold for requiring stormwater treatment was reduced from 10,000 to 5,000 sf of impervious surface for uncovered parking areas. Since more than 10,000 sf of impervious surface and more than 5,000 feet of impervious parking area would be replaced by the proposed project, adherence to the C.3 provisions of the NPDES permit apply and various prescribed measures must be incorporated into the project design. And since the replaced impervious surface equals more than 50% of the pre-project impervious surface, the entire site is subject to site design, source control, and stormwater treatment requirements.

Due to the steep terrain on the project site, many LID treatments are not feasible. However, the moderately high permeability of the silty sand to sandy silt soils that underlie the site would allow for infiltration. The proposed project would incorporate site design measures, source control measures, and stormwater treatment control measures to minimize potential water quality impacts as follows:

- Landscaped areas and permeable pavers that would retain and treat their own runoff.
- Planters located on southeast portion of site, near foot of building, would be used as flow-through planters to treat and discharge runoff from impervious areas.
- Treated runoff would be discharged from the BMPs to the storm drain line on Brunswick Street.
- No runoff would be directly discharged to drainage systems outside the project site.

Low Impact Development Design Strategies

- **Optimization of Site Layout** – maximizes use of site to meet City's C-MU requirements; zero runoff, underground parking garage; utilizes courtyards and landscaped planters to minimize the effects of impervious areas through treatment and retention; applicability of C.3 and C.6 stormwater requirements
- **Use of Permeable Pavements** – Permeable pavers reduce the amount of surface flow prior to offsite discharge; permeable pavers to minimize and treat runoff.
- **Dispersal of Runoff to Pervious Areas** – Roof runoff would be directed to curbed, flow-through planters. Flows would be dissipated with splash rock prior to entering planters. Planters serve to treat runoff through filtration, decrease time of concentration via evapotranspiration and percolation through engineered soil, and discharge the treated runoff into the storm drain system.
- **Feasibility Assessment of Harvesting and Use for Treatment and Flow Control** – The project is adding 46,210 sf (1.06 acres) of impervious surface; however, due to the project being a Category C Special Project with a 65% LID treatment reduction, rainwater harvesting is not feasible—this is a treatment only project. Due to the moderately high permeability of the silty sand to sandy silt soils that underlie the site, deep infiltration is feasible, which would naturally control the flow of runoff. The site design has many constraints, but it maximizes opportunities to utilize the courtyards and the landscape/open space to minimize the effects of the impervious area. The applicable worksheets were completed as part of the SWCP to determine that harvesting and reuse of stormwater is not feasible for this project.
- **Integrated Management Practices** – Flow-through planters are proposed to treat and detain runoff without allowing seepage into the underlying soil. They can be used next to building foundations and would receive runoff via downspouts leading from the roofs of adjacent buildings. Pollutants would be removed as runoff passes through the soil layer and is collected by an underlying layer of Class 2 aggregate base. A perforated-pipe underdrain, located in the drain rock layer, would convey excess treated runoff to the attached storm drain system or other discharge point. An overflow outlet would convey flows that exceed the capacity of the planter. A flow-through planter would be provided in the curbed landscape area adjacent to the northwest portion of the building.

With the implementation of the proposed site designs, source control, treatment control measures, and management practices, the potential operational impact to water quality would be less than significant. Therefore, operational impacts of the proposed project would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Less Than Significant Impact. New construction could result in impacts related to groundwater if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impermeable surfaces. Proposed project implementation would involve the creation of approximately one acre of impermeable surface consisting of a single structure and outdoor common areas.

Build-out of the proposed project would lead to an increased demand for water. The project site is located within the Islais Valley groundwater basin but draws water from the South Westside Groundwater Basin. The City obtains approximately 40% of its water supply from local groundwater wells. Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno, Daly City, and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. The City of Daly City has agreed to self-limit groundwater pumping to 3.43 million gallons per day. Water supply impacts are discussed in detail in Section 3.16, Utilities and Service Systems, of this SCEA. Total project water consumption is estimated conservatively at 16,543 gallons/day, equivalent to 18.53 acre-feet per year (AFY). Passive water conservation requirements (plumbing and building code requirements) and active conservation savings would likely reduce the actual water consumption figures for both the residential and commercial portions of the proposed project. In addition, the City does not plan to increase its long-term groundwater pumping above existing levels and the Westside Groundwater Basin is not in critical condition from overdraft (Urban Water Management Plan, 2010). Therefore, the project would have a less than significant impact on groundwater supply.

Grading, cut-and-fill activities, and building construction at the project site are not anticipated to encounter shallow groundwater. Borings performed as part of onsite geotechnical investigations did not encounter groundwater. No WDR permit requirement is anticipated for dewatering. Impacts to groundwater supplies or groundwater recharge are anticipated to be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less Than Significant With Mitigation. The proposed project does not involve alteration of any natural drainage channels or any watercourse. The proposed project would alter the upland drainage pattern of the project site; however, LID and BMP measures would be incorporated for treatment and flow of site drainage prior to discharge into the City storm drain system.

The proposed project would involve site improvements that would require grading and soil exposure during construction. If not controlled, the transport of these materials into local waterways could temporarily increase suspended sediment concentrations. To minimize this impact, the proposed project would be required to comply with all of the

requirements in the State GCP, including preparation of PRDs and submittal of a SWPPP to the SWRCB prior to the start of construction activities.

The implementation of BMPs during the construction phase would include the following measures to minimize erosion and siltation:

- Minimize disturbed areas of the site.
- Install onsite sediment basins to prevent off-site migration of erodible materials.
- Implement dust control measures, such as silt fences and regular watering of open areas.
- Stabilize construction entrances/exits.
- Install storm drain inlet protection measures.
- Install sediment control measures around the site, including silt fences or gravel bag barriers.
- Compliance with the established permits and regulations would ensure that impacts from erosion and siltation both on- and off-site would be less than significant.

The project contractor would be responsible for providing construction water for dust control Additional construction and operational BMPs and design measures are included in impact analysis discussion "a)", above. With implementation of all of these measures, as well as adherence to Daly City General Plan policies and Plan Bay Area EIR Mitigation Measure 2.8(a) and 2.7(c) (discussed in Section 3.6.5), impacts associated with the alteration of the drainage pattern of the project site would be less than significant with mitigation.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less Than Significant Impact. The proposed project would alter the upland drainage pattern of the project site by creating 46,210 sf of impermeable surface; however, LID and BMP measures would be incorporated for treatment and flow of site drainage prior to discharge into the City storm drain system. Flow-through planters, permeable pavers, and other LID measures and BMPs, as listed in impact discussion a), above, would retain and treat runoff. Treated runoff would be discharged from the BMPs to the storm drain line on Brunswick Street. No runoff would be directly discharged to the drainage systems outside of the project site. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff which would result in flooding on or off-site. Therefore, impacts would be less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. As required by the City and County stormwater management guidelines, BMPs would be implemented across the site, during both the

construction and operational phases. These BMPs would control and prevent the release of sediment, debris, and other pollutants from entering the storm drain system.

As described in impact analysis descriptions, a), b), and c), above, construction generated runoff would be required to comply with all of the requirements in the State GCP, including preparation of PRDs and submittal of a SWPPP to the SWRCB prior to the start of construction activities. All operational project-generated runoff would be treated prior to discharge from the permanent BMPs to the storm drain line on Brunswick Street. No runoff would be directly discharged to the drainage systems outside of the project site. As presented in Appendix E, the proposed project's stormwater runoff is calculated to be approximately 1.93 cubic feet per second (cfs) for the 1.15 acre project site; as such, the proposed project would not exceed the capacity of existing planned stormwater drainage systems. As a result of implementation of the above-described measures, the project is not anticipated to be a substantial additional source of polluted runoff. Therefore, impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Implementation of BMPs during construction would be in accordance with the provisions of the SWPPP, which would minimize the release of sediment, soil, and other pollutants. Operational BMPs would be required to meet the C.3 provisions of the SMCWPPP and the applicant would be required to submit a SWMP to the City for approval prior to the start of construction. These requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. The project has no other pollutant sources than those addressed by the measures described above. As such, the project would not result in substantial degradation of water quality. Therefore, impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. FEMA has designated Daly City as a Non-Special Flood Hazard Area (NSFHA). The proposed project is located on high ground and is not located within a 100 year flood hazard area. Therefore, there would be no impact.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. The project site is not located within a 100-year flood hazard area. Therefore, there would be no impact.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. CalOES has compiled dam inundation maps for the San Francisco Bay area. A review of these maps indicated that the project site is not located within a dam inundation area (Cal OES 2009). Therefore, the proposed project would not be subject to flooding due to dam inundation and there would be no impact.

j) Inundation of seiche, tsunami, or mudflow?

Less Than Significant Impact. The project area is located over 2.15 miles from the Pacific Ocean, at an elevation of 395 feet above msl. Tsunamis typically affect coastlines and areas up to ¼-mile inland. Due to the project's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of its distance from any enclosed bodies of water. The nearest enclosed body of water to the project site is Lake Merced, which is located approximately 1.3 miles northwest of the project site. Because the site is located on relatively high ground from the surrounding area, and project engineering design features would address any slope stability issue onsite, mudflows would not pose an issue. Therefore, a less than significant impact would occur related to inundation by seiche, tsunami, or mudflow.

3.8.7 Project Specific Mitigation Measures

None required.

3.8.8 Findings

All additional significant environmental impacts of the proposed project relating to hydrology and water quality would be mitigated to a less than significant level with implementation of Plan Bay Area EIR Mitigation Measures 2.7(c) and 2.8(a).

3.9 LAND USE AND PLANNING

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c)	Conflict with any applicable habitat conservation plan or natural communities' conservation plan?	☐	☐	☐	☒

3.9.1 Environmental Setting

The project site is located in the Hillside neighborhood of Daly City at the "Top of the Hill," where Mission Street meets John Daly Boulevard. This neighborhood is also referred to in the Daly City General Plan as Planning Area 10. According to the Daly City General Plan, the Hillside neighborhood contains the greatest mixture of residential densities in Daly City. Existing densities range from a low density 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.

Recreational and open space needs are provided by Hillside Park, located approximately 0.62 miles south of the project site; Marchbank Park, located approximately 0.42 miles to the southwest; and other small community parks dotted throughout the neighborhood.

Land use constraints recognized in the Daly City General Plan include aging sewer and water lines, lack of land zoned for commercial uses, and a wide mixture of different residential densities that indicate uncertainty and lack of continuity in the neighborhood. Opportunities in this neighborhood include the reuse of underutilized parcels and infill single-family and multi-family subdivisions and residences (Daly City General Plan 2013).

The project site represents one of a limited number of vacant areas within the neighborhood. The largest concentration of vacant land exists in the northern and southern portions of this neighborhood. The vacant land in the northern portion is on steep slopes with limited access and is not considered easily buildable. There is also vacant land immediately east of Hillside Park, south of the project site. The vacant land

in the southern portion of the neighborhood is a mixture of vacant and underutilized parcels. These parcels represent the majority of infill residential parcels in the neighborhood.

The City of Daly City utilizes the Daly City General Plan and Zoning Ordinance to guide land use development. The General Plan Land Use Map applies a land use designation to all publicly and privately owned parcels within the Daly City General Plan planning area. The project site is designated as C-MU.

Commercial-Mixed Use (C-MU) Land Use Designation

The C-MU 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. The FAR for mixed-use land uses generally ranges from 1.0 to 6.0, except in mixed-use areas of the BART Station Area Specific Plan and Sullivan Corridor Specific Plan Area, which contain specific development standards for properties within the boundaries of these plans.

Heavy Commercial Zoning Designation

The C-2 Zone allows for a range of commercial development as well as high-density residential (as would be allowed in the R-4 zone) without a Conditional Use Permit. Lot area per du (sf) is 1/300. Allowed density is 145 du/ac. (Daly City General Plan Housing Element, Table HE-18).

Surrounding Land Uses

The currently vacant project site is bordered on all sides by a mix of residential, commercial, religious, and school uses. To the north and west are commercial businesses fronting Mission Street, consisting of a dentist's office, a beauty school, the Daly City History Museum, amid a row of small storefronts. To the east is the Our Lady of Perpetual Help Parish and school associated grounds, with church parking immediately adjacent to the eastern project site border. To the south and southeast are high-density multi-family apartments. To the south, on the corner of Brunswick and Mission, is a used car sales lot, a further mix of residential and commercial uses, and a Church of Jesus Christ of Latter Day Saints.

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

Chapter 3.9 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on land use. The Daly City General Plan EIR identified less than significant impacts on land use with implementation of the policies identified in the Daly City General Plan.

Policies

Policy LU-1:	Maintain and, where possible, encourage larger commercial development sites throughout the City.
Policy LU-2:	Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.
Policy LU-4	Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.
Policy LU-7:	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).
Policy LU-9:	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.
Policy LU-17:	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.
Policy LU-18:	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

3.9.3 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.

3.9.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.3 of the Plan Bay Area EIR evaluated the potential impacts that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, Mitigation Measures are identified to reduce these impacts.

a. Alter/Split Communities

The Plan Bay Area EIR analyzed the potential impacts related to residential or business disruption or displacement of existing population and housing (Impact 2.3-1), and determined with the implementation of Plan Bay Area EIRA Mitigation Measure 2.3(a)-2.3(c), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impacts related to the physical division of an established community (Impact 2.3-2), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.3(a)-2.3(f), the impact would be less than significant with mitigation.

b and c. Conflict with Land Use Plans

The Plan Bay Area EIR analyzed the potential impacts related to the land use portion of adopted local land use plans (Impact 2.3-3) and determined the impact would be less than significant.

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

None Required.

3.9.6 Project Specific Impact Discussion

a) Physically Divide an Established Community?

No Impact. The project site is essentially an undeveloped island of land surrounded on all sides by existing urban development. No public access is currently allowed on the site, which, according to historical aerial photography records, appeared to serve as overflow parking for the adjacent used car lot on the corner of Brunswick Street and Mission Street up until approximately 2007. Construction of the proposed project would provide access to the property not currently afforded to the public. Therefore, the proposed project would not physically divide an established community and would instead work as an extension of the neighborhood community with the construction of the proposed project. Therefore, there would be no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Table 3.9-1 provides a consistency analysis for applicable land use plans, policies, and regulations with jurisdiction over the proposed project. Applicable regulations are as follows:

- Daly City General Plan
- Daly City Municipal Code

Table 3.9-1: Applicable Plan and Policy Consistency Analysis

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Daly City General Plan		
Policy LU-1:	Maintain and, where possible, encourage larger commercial development sites throughout the City.	**Consistent.** The commercial component of the proposed project would bring 9,170 sf of office/commercial space.
Policy LU-2:	Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.	**Consistent.** The proposed project would not affect the operation of any existing businesses, and would improve quality of life within the neighborhood by providing additional commercial opportunities for new business and affordable housing.
Policy LU-4:	Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.	**Consistent.** The proposed project represents higher-density mixed-use development in the immediate vicinity of Mission Street and 100% of the development is within a half mile from a major transit stop, thereby meeting SCEA streamlining and percentages criteria.
Policy LU-7:	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).	**Consistent.** The proposed project would comply with local regulations, such as design review, to ensure consistency between design and surrounding land uses.
Policy LU-9:	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.	**Consistent**. The proposed project would generate minimal vehicle trips associated with the 9,170 sf of commercial space. The project site is within a half mile from the Daly City BART Station.

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Policy LU-16:	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of Daly City.	**Consistent**. The proposed project would include the addition of new signs for both the residential and commercial components; however, the proposed project would comply with all local ordinances and regulations governing sign regulations and design guidelines.
Policy LU-17:	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.	**Consistent**. The proposed project is expected to comply with and pay all applicable fees, or provide necessary improvements, at the time of development that may be required to mitigate for potential impacts. Any potential impacts identified in this SCEA, along with associated mitigation measures, are also expected to be carried out as necessary by the applicant and/or City.
Policy LU-18:	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.	**Consistent**. The proposed project is suitably scaled for the subject parcel and all reasonable measures would be taken to identify and address potentially significant effects.
C-MU Land Use Designation:	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 which 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).	**Consistent**. The proposed project embodies the spirit and intent of the C-MU land use designation by incorporating a vertical mix of commercial and residential land uses. The FAR of approximately 2.47 (123,710 sf residential structure ÷ 50,094 sf lot) would be consistent with the FAR for mixed-use land uses set forth in the C-MU which range from 1.0 to 6.0.

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Daly City Municipal Code		
Heavy Commercial Zoning Designation:	The C-2 Heavy Commercial District has a lot area per dwelling unit of 1/300 sf, with a resulting density of 145 du/ac.	**Consistent**. The proposed project consists of 206 residential units on 1.15 acres for a density of 179.13 du/ac. The maximum density allowed in the C-2 zone is 145 du/ac. CA Government Code §65915 provides for a "density bonus" with a maximum of 35% for affordable housing projects, which would equate to a maximum allowable density of 196 du/ac., or, 225 du on the 1.15 acre site.

The proposed project is consistent with all applicable land use policies as set forth by the Daly City General Plan, per the policy consistency analysis above. On May 13, 2015, the City issued the applicant a Determination of Completeness Letter for the proposed project (Appendix F). The proposed project is located within the new C-MU land use designation, the intent of which is to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings that contain a vertical mix of uses. Further, the site is located on the City's "Potential Housing Sites Inventory List" (Table HE-27, of the Daly City General Plan), which, when developed, would allow the City to meet its 200-unit-per-year target as established by the Regional Housing Need Allocation (RHNA). The site is not subject to any specific plans and it is outside the coastal zone.

The proposed project is located within the historic Heavy Commercial zoning designation, which has a maximum density of 145 dwelling units per acre. However, according to the Daly City General Plan Housing Element, the new land use element C-MU zoning, which is scheduled to replace the existing C-2 zoning, "will not likely impose density limitations" (Daly City General Plan 2013). In addition, per California Government Code §65915 (a), "When an applicant seeks a density bonus for a housing development within…the jurisdiction of a city…that local government shall provide the applicant incentives or concessions for the production of housing units…as prescribed in this section." The City shall grant the density bonus and incentives or concessions when the applicant for the housing development seeks and agrees to construct, among other categories, (3) a senior housing development as defined in Sections 51.3 and 51.12 of the Civil Code. Per subsection (g)(1) of §65915, "density bonus" means a density increase of at least 20%, with a maximum of 35%. The proposed project, which has a proposed density of 179 du/acre with a total of 206 units on 1.15 acres, would meet the allowable density criteria afforded within the C-2 zoning designation with a 27% bonus (145 du/ac x 24% density bonus = 180 du/ac). The number of units allowed with the full 35% density bonus would be 225 (145 x 35% density bonus=196 du/acre x 1.15 acres = 225). Therefore, potential impacts associated with zoning designation inconsistency would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities' conservation plan?

No Impact. The project site is located in a highly urbanized area that is not subject to any habitat conservation plans. Therefore, there would be no impact.

3.9.7 Project Specific Mitigation Measures

None required.

3.9.8 Findings

All environmental impacts of the proposed project related to land use would be less than significant.

3.10 ENERGY AND MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in impacts to power or natural gas?	☐	☐	☒	☐
b) Use non-renewable resources in a wasteful and inefficient manner?	☐	☐	☒	☐
c) Substantially increase in demand of existing sources of energy or require the development of a new source of energy?	☐	☐	☒	☐
d) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?	☐	☐	☐	☒
e) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

3.10.1 Environmental Setting

Energy

The project site is currently undeveloped. Natural gas and electricity is currently provided to the project area by PG&E.

A number of regulations exist associated with reducing energy usage, one of the most prevalent being Parts 6 and 11 of the California's building code (CCR, Title 24). Part 6, the 2013 Building Energy Efficiency Standards, focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and includes requirements that will enable both demand reductions and future solar electric and thermal system installations. The 2013 Building Energy Efficiency Standards also include updates to the energy efficiency divisions of Part 11, the 2013 California Green Building Standards (otherwise known as the CALGreen Code). A set of prerequisites has been established for both the residential and nonresidential standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. The California Energy Commission estimates that implementation of the 2013 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 613 gigawatt-hours per year, electrical peak demand by 195 megawatts, and natural gas consumption by 10 million therms per year (California Energy Commission 2012).

In addition, the City of Daly City has developed its CAP, which identifies how the City and the broader community could reduce Daly City's GHG emissions and includes reduction targets, strategies, and specific actions.

The proposed project would be required to comply with all applicable regulations associated with energy efficiency, as well as the applicable Daly City General Plan EIR policies.

Mineral Resources

No mineral resources of value to the region and the residents of the state have been identified within the City of Daly City. The City has not been delineated as a locally important mineral recovery site.

The CGS has classified lands within San Mateo County into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in the area. Lead agencies are required to incorporate identified MRZs resource areas delineated by the state into their general plans. The Daly City General Plan does not identify any MRZs within the City. There is no history of mineral resource extraction in the area, nor is such use planned for the future.

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

Chapter 3.6 of the Daly City General Plan EIR evaluated the potential impacts of development under the Daly City General Plan on consumption of energy. Implementation of existing State and local laws, as well as policies contained in the proposed Daly City General Plan, would result in a slight reduction in energy use per service populations, indicating that the impact of the proposed Daly City General Plan on energy use would be less than significant.

The Daly City General Plan EIR did not evaluate the potential effects of development under the Daly City General Plan on mineral resources.

Policies

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.

3.10.3 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.

3.10.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.4 of the Plan Bay Area EIR evaluated potential impact to consumption of energy that may result from implementation of the proposed Plan Bay Area and identified these impacts to be less than significant.

a, b, and c. Energy Resources

The Plan Bay Area EIR analyzed the potential impact related to energy resources (Impact 2.4-1), and determined the impact would be less than significant.

The Plan Bay Area EIR analyzed the potential impact related to consistency with adopted plans or polices related to energy conservation (Impact 2.4-2) and determined there to be no impact.

d and e. Mineral Resources

The City of Daly City does not contain any mineral resources within its limits.

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

Energy

None required.

Mineral Resources

None required.

3.10.6 Project Specific Impact Discussion

a) Result in impacts to power or natural gas?

AND

c) Substantially increase in demand of existing sources of energy or require the development of a new source of energy?

Less Than Significant Impact. The proposed project would allow for the construction of up to 206 residential units and approximately 9,170 sf of office/commercial development. Energy would be consumed throughout the construction and operation of the proposed project development. Energy would be required during construction for the transportation of building materials, manufacturing of building materials, and the actual construction of buildings and infrastructure. During the operation, energy would be consumed for purposes including, but not limited to, building heating and cooling, use of consumer products, lighting, and vehicular traffic.

Using Statewide energy consumption rates, total energy consumption for development allowed by the proposed project has been estimated. Table 3.10-1 shows estimates of

energy usage associated with the proposed project build-out prior to any mitigation. In total, the build-out assumed under the proposed would result in approximately 1,533,760 kilowatt-hours (kWh) of electricity use and 9,520,000 cubic feet (ft^3) of natural gas use per year.

Table 3.10-1: Estimated Average Annual Energy Use

Energy Type	Use/Unit	Proposed Project	Annual Energy Use
Residential			
Electricity	6,960 kWh/du/year	206 du	1,433,760 kWh
Natural Gas	45,000 ft^3/du/year	206 du	9,270,000 ft^3
Commercial			
Electricity	13 kWh/ft^2/year	10,000 ft^2	130,000 kWh
Natural Gas	25 ft^3/ft^2/year	10,000 ft^2	250,000 ft^3
Total Electricity: 1,533,760 kWh/year		**Total Natural Gas: 9,520,000 ft^3/year**	
Notes: Energy usage predictions are rough estimates. Source: California Commercial End-Use Survey, CEC, March 2006; Energy Information Administration, U.S. Department of Energy			

As discussed above, the Daly City General Plan includes numerous policies and implementation programs focused on improving the sustainability of the community, including through the reduction of energy consumption in existing and new construction. These policies and implementation programs encourage energy efficient technologies in new construction and support renewable and alternative energy sources.

Moreover, the proposed project would help reduce energy consumption in new construction through the application of a 15% energy reduction criteria as identified in the project description, requiring many improvements to the proposed structure that are above and beyond Title 24 Standards, many of which are focused on reducing new building energy consumption. While the amount of energy required to construct and operate development associated with the proposed project is considerable, existing Daly City General Plan policies and project design features, taken as a whole, would ensure that new development is constructed and operated in a manner that does not waste fuel or energy.

Furthermore, the private utility supplying the proposed project with electricity and natural gas services, PG&E, periodically updates its "load" forecasts to ensure the reliability of its electricity and gas services. As implementation of the proposed project would occur over a 2 year period, the projected incremental electric and gas demand would be incorporated into PG&E's forecasts.

Therefore, with adherence to and implementation of the City's policies and the proposed projects design features, impacts related to electricity and natural gas use from the proposed project would not result in the need for construction of new electric or natural gas infrastructure beyond what has already been assumed and would be included in PG&E's regional forecasts. Impacts related to electricity and natural gas use or the possible need for new electrical or gas generation or transmission facilities as a result of the proposed project would be considered less than significant.

b) Use non-renewable resources in a wasteful and inefficient manner?

Less Than Significant Impact. Consumption of nonrenewable resources includes issues related to increased energy consumption, conservation of agricultural lands, and lost access to mining reserves. The proposed project would require water, electric, and gas services and resources for construction. The ongoing operation of the proposed project would involve the use of non-renewable resources.

Construction and ongoing maintenance of the proposed project would irreversibly commit some materials and non-renewable energy resources. Materials and resources used would include, but are not limited to, non-renewable and limited resources such as oil, gasoline, sand and gravel, asphalt, and steel. These materials and energy resources would be used for infrastructure development, transportation of people and goods, and utilities. During the operational phase of the proposed project (post-construction), energy sources including oil and gasoline would be used for lighting, heating, and cooling of businesses, as well as transportation of people to and from the project site.

However, the proposed project would include several features that would offset or reduce the need for non-renewable resources. The proposed project would be required to comply with all applicable building and design requirements, including those set forth by Title 24 relating to energy conservation. In compliance with CALGreen, the State's Green Building Standards Code, the proposed project would be required to reduce water consumption by 20%, divert 50% of construction waste from landfills, and install low-pollutant-emitting materials. Additionally, the proposed project is sited within one-half mile of the Daly City BART Station and in close proximity to multiple modes of alternative transportation including bus and train service.

The project site does not contain any agricultural land or a mining reserve; therefore, the proposed project would have no impact on those natural resources.

d) Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the state?

No Impact. The Daly City General Plan does not identify any MRZs within the City. There is no history of mineral resource extraction in the area, nor is such use planned for the future. Therefore, the proposed project would have no impact.

e) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. No mineral resources of value to the region and the residents of the State have been identified within the City. The City has not been delineated as a locally important mineral recovery site. As a result, the proposed project would have no impact.

3.10.7 Project Specific Mitigation Measures

None required.

3.10.8 Findings

All additional significant environmental impacts of the proposed project relating to energy and mineral resources would be less than significant.

3.11 NOISE

	Would the Project Result In:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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 of public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.11.1 Environmental Setting

The degree to which noise results in annoyance and interference is highly subjective and may be influenced by several non-acoustic factors. The number and effect of these non-acoustic environmental and physical factors vary depending on individual characteristics of the noise environment, such as sensitivity, level of activity, location, time of day, and length of exposure. One key aspect in the prediction of human response to new noise environments is the individual level of adaptation to an existing noise environment. The greater the change in the noise levels that are attributed to a

new noise source, relative to the environment an individual has become accustomed to, the less tolerable the new noise source would be to the individual.

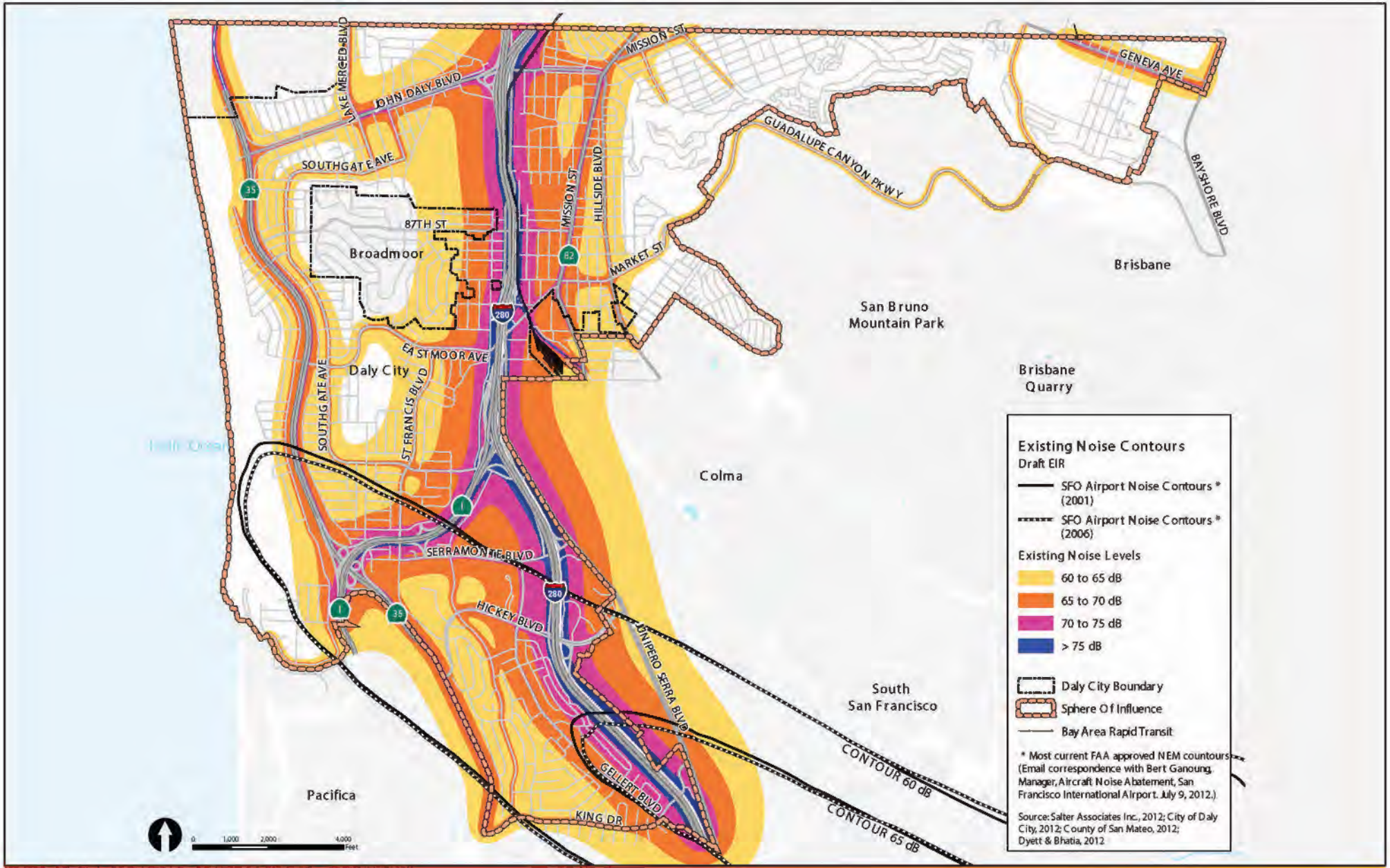
With respect to how humans perceive and react to changes in noise levels, a 1 dBA increase is imperceptible, a 3 dBA increase is barely perceptible, a 6 dBA increase is clearly noticeable, and a 10 dBA increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broad-band noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels. Many agencies and municipalities have developed or adopted noise level standards, consistent with these and other similar studies, to help prevent annoyance and to protect against the degradation of the existing noise environment.

Existing Ambient Noise Levels

The existing noise environment in a project area is characterized by the area's general level of development because the level of development and ambient noise levels tend to be closely correlated. Areas that are not urbanized are relatively quiet, while areas that are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities. According to Table 3.11-1, given the urban mixed-use residential nature of the project area, ambient noise levels are expected to be in the range of 60 to 70 L_{dn}.

The City of Daly City is exposed to noise generated by traffic on Interstate 280, Highway 1, and Highway 35. To a lesser extent, noise is also generated along major arterial roads such as Geneva Avenue, Mission Street, and John Daly Boulevard.. Traffic noise depends primarily on traffic speed (tire noise increases with speed) and the proportion of truck traffic (trucks generate engine, exhaust, and wind noise in addition to tire noise). Changes in traffic volumes can also have an impact on overall traffic noise levels. For example, a doubling of traffic volumes results in a 3 dB increase in noise levels. Existing roadway noise contours are depicted in Figure 3.11-1. As shown in Figure 3.11-1, the existing noise levels at the project site are 60 to 65 dB (Daly City General Plan 2013). Mission Street, a major arterial road, runs close to, but not adjacent to the proposed project; however, the project site is buffered from traffic noise along Mission Street and Hillside Boulevard by existing buildings.

A community noise survey was conducted on March 31 and April 14, 2015 using a Bruel and Kjaer Type 2250 noise level meter, which meets the standards of the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. In order to assess existing noise conditions at the project site and at nearby sensitive receptors, ambient noise measurements were taken at three locations between 195 and 200 feet from the project site boundary. Daytime (7:00 AM to 7:00 PM), evening (7:00 PM to 10:00 PM), and nighttime (10:00 PM to 7:00 AM) measurements, lasting at least 10 minutes, were collected at each of the three locations. The noise measurement locations can be found on Figure 3.11-2.



Stantec

Figure 3.11-1
Existing Noise Contours

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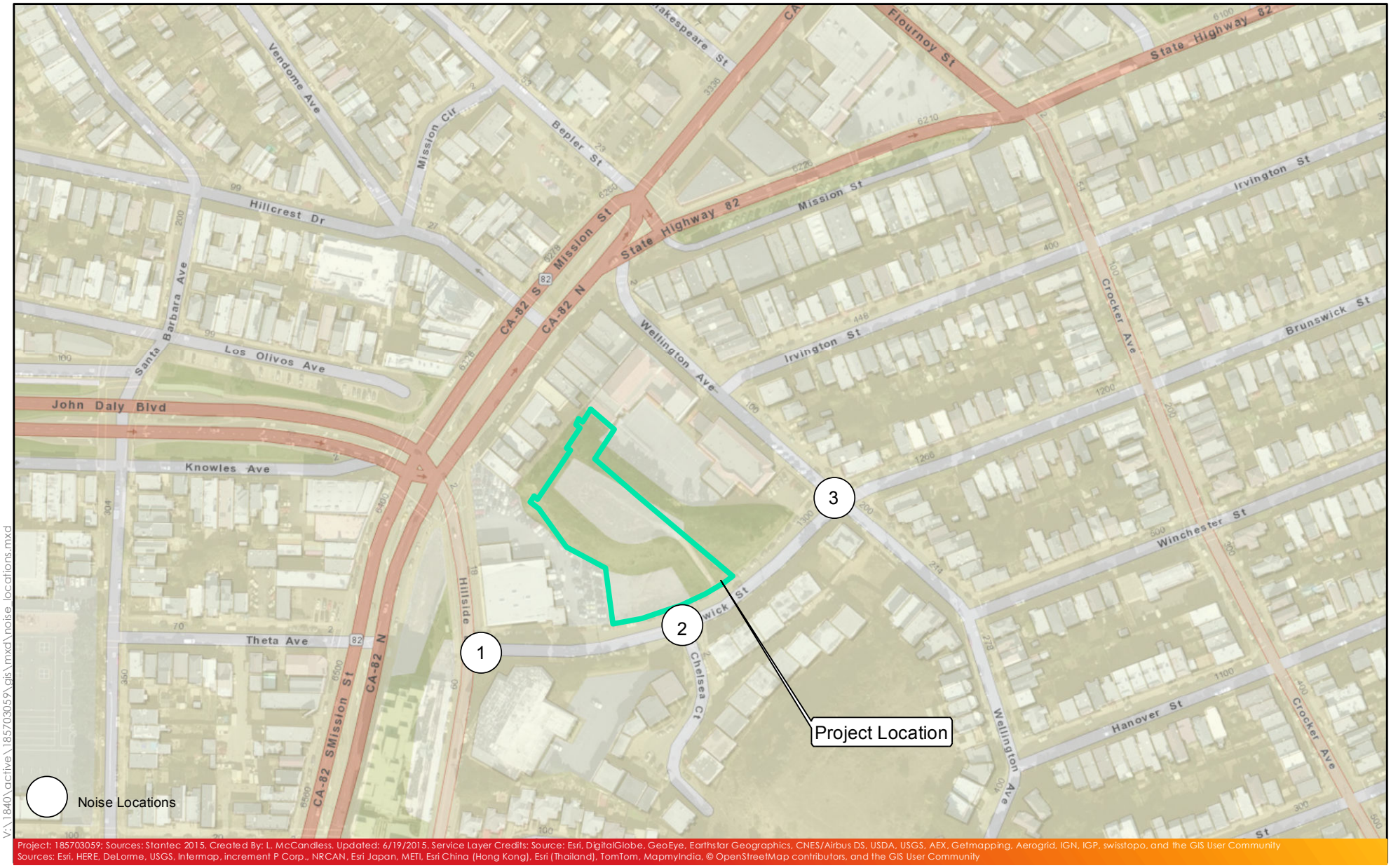

Stantec

0 0.05 0.1 Miles

Figure 3.11-2
Noise Measurement Locations

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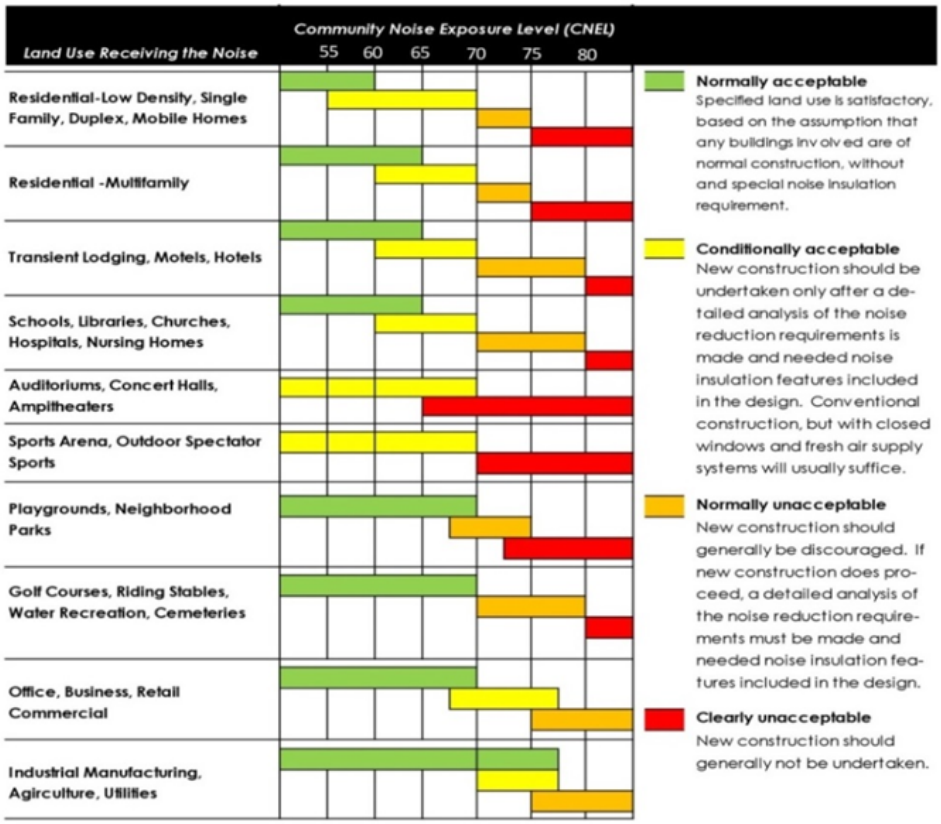
Table 3.11-1: Noise and Land Use Compatibility Matrix



Source: State of California Office of Noise Control

The noise level survey results are provided in Table 3.11-2. Appendix G provides the complete results of the noise level survey modeling outputs.

Table 3.11-2: Community Noise Survey Results

Site	Location	Distance from Project Site	Daytime (7 AM to 7 PM) L_{Aeq} (dBA)	Evening (7 PM to 10 PM) L_{Aeq} (dBA)	Nighttime (10 PM to 7 AM) L_{Aeq} (dBA)
Site 1	Intersection of Hillside Boulevard and Brunswick Street	200 feet	66.28	64.65	66.27
Site 2	On Project Site – Southern Border along Brunswick Street	0 feet	62.43	58.79	59.79
Site 3	Intersection of Brunswick Street and Wellington Avenue – Southeast Corner of Our Lady of Perpetual Help (School) Parcel	195 feet	60.30	58.72	59.20
Source: Stantec, 2015					

The community noise survey was used to establish existing noise conditions at the project site and at the surrounding sensitive receptors. According to the Daly City General Plan, sensitive receptors, including residential areas, hospitals and extended care facilities, schools, libraries, and parks and open spaces, are land uses that are considered more sensitive to high noise levels and changes in ambient noise levels. Sensitive receptors located near the proposed project include Our Lady of Perpetual Help school and church, located approximately 100 feet from the project site, parcel line to parcel line, as well as residences located approximately 100 feet from the project site, across Brunswick Street.

Vibration Standards

Vibration is like noise such that noise involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration would depend on his or her individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The City of Daly City does not have specific policies pertaining to vibration levels.

However, vibration levels associated with construction activities and proposed project operations are addressed as potential noise impacts associated with the project implementation.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. In Table 3.11-3, the general threshold at which human annoyance could occur is noted as 0.1 inch/second (in/sec) peak particle velocity (PPV). Table 3.11- 4 indicates that the threshold for damage to structures ranges from a PPV of 0.2 to 0.6 in/sec.

Table 3.11-3: Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.90	0.10
Severe	2.00	0.40

Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source: California Department of Transportation, 2004.

Table 3.11-4: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50
Notes: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment. Source: California Department of Transportation, 2004.		

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

Chapter 3.10 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on noise. The Daly City General Plan EIR identified significant and unavoidable impacts to increased ambient noise levels in the city vicinity above acceptable noise levels, which would impact existing and anticipated sensitive receptors. All other impacts related to noise would be less than significant with implementation of the policies and goals identified in the Daly City General Plan.

Policies

Goal 1: Promote a noise environment that reflects a balance of the various City objectives while providing an environment that maintains a healthy living environment, fosters relaxation and recreation, is conducive to the work environment, and provides pleasant living conditions.

Policy NE-1: Use the future noise contour map to identify existing and potential noise impact areas.

Policy NE-2: Use the State Office of Noise Control Guidelines as a guide to assess development that will need additional noise study and mitigations.

Policy NE-3: Maintain a CNEL level of not more than 70 dBA Leq in residential areas.

Policy NE-4:	Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.
Policy NE-5:	Maintain the City's current standard of 75 dBA CNEL for office, commercial, and professional areas.
Task NE-5.1:	Additional noise studies should be conducted in "Conditionally Acceptable" noise environments to ensure adequate mitigation features are employed. Usually conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.
Policy NE-6:	Require new development to perform additional acoustical studies in noise environments that are identified as 'Conditionally Acceptable' or 'Normally Unacceptable' to the Guidelines.
Task NE-6.1:	Require acoustical studies for new development through the discretionary review and California Environmental Quality Act processes, while paying particular attention to borderline noise environments. Conditions and mitigations, as appropriate, should be attached to projects.
Task NE-6.2:	As part of the development of the new Commercial Mixed-Use zone, identify and codify, where possible, noise attenuation measures to assure that noise impacts by more intensive development to adjacent residential uses are reduced.
Policy NE-7:	Require proposed intensification of development and proposed new development in noise environments identified as "Clearly Unacceptable" in the Guidelines to reduce ambient interior noise levels to 45 dBA CNEL.
Policy NE-10:	Work with SamTrans and MUNI in the placement of bus stops in order to reduce noise associated with bus activity to noise sensitive receptors.
Policy NE-11:	Require that all future land use actions and/or associated development conforms to the relevant height, aircraft noise, and safety policies and compatibility criteria contained in the most recently adopted version of the Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

3.11.3 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.

3.11.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.6 of the Plan Bay Area EIR evaluated potential impacts to noise that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a, b, c, and d. Construction Noise Levels, Groundborne Vibration, Increased Noise from Traffic and Transit

The Plan Bay Area EIR analyzed the potential impact related to construction noise levels and/or groundborne vibration levels in excess of standards established by local jurisdictions or transportation agencies (Impact 2.6-1), and determined with the implementation of Plan Bay Area EIRA Mitigation Measures 2.6(a), 2.6(b), and 2.6(c), the impact would be less than significant with mitigation. However, MTC/ABAG cannot be ensured that these mitigation measures would be implemented in all cases, and this impact remains significant and unavoidable.

The Plan Bay Area EIR analyzed the potential impact related to increased volumes that could result in roadside noise levels that approach or exceed the FHWA Noise Abatement Criteria (Impact 2.6-2), and determined with the implementation of Plan Bay Area EIRA Mitigation Measure 2.6(d), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impact related to increased noise exposure from transit sources that exceed FTA exposure thresholds (Impact 2.6-3), and determined with the implementation of Plan Bay Area EIRA Mitigation Measures 2.6(e), 2.6(f), and 2.6(g), the impact would normally be less than significant with mitigation. However, for purposes of a conservative analysis, this impact remains significant and unavoidable.

b. Vibration Exposure from Transit Sources

The Plan Bay Area EIR analyzed the potential impact related to increased vibration exposure from transit sources that exceed FTA exposure thresholds (Impact 2.6-4), and determined with the implementation of Plan Bay Area EIRA Mitigation Measures 2.6(h) and 2.6(i), 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. Airport Noise Levels

The Plan Bay Area EIR analyzed the potential impact related to increased noise exposure from aircraft or airports (Impact 2.6-5), and determined there would be no impact.

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

Compliance with the applicable policies/regulations and the implementation of Mitigation Measures 2.6(a) would reduce the proposed project's impacts related to noise to a less than significant level.

"**2.6(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 the following. Implementing agencies shall require one or more of the following set of noise attenuation measures under the supervision of a qualified acoustical consultant:*

- *Restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend);*
- *Properly maintaining construction equipment and outfitting construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps);*
- *Prohibiting idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*
- *Locating stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible;*
- *Erecting temporary plywood noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;*
- *Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;*
- *Using noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and*
- *Using cushion blocks to dampen impact noise from pile driving.*

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)."

3.11.6 Project Specific Impact Discussion

The project-specific impact assessment is based upon the community noise survey conducted by Stantec on March 31 and April 14, 2015, as presented in Table 3.11-2, as well as the existing noise conditions presented in the City of Daly City General Plan, and the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM).

The data collected during the community noise survey were used as an input to the FHWA RCNM. The RCNM is used as the FHWA's national standard for predicting noise generated from construction activities. The RCNM analysis includes the calculation of noise levels (Lmax and L_{eq}) at incremental distances for a variety of construction equipment. The spreadsheet inputs include acoustical use factors, Lmax values, and L_{eq} values at various distances depending on the ambient noise measurement location. For this analysis, it was assumed that a worst-case noise scenario for construction activity would entail the operation of the three noisiest pieces of equipment (grader, dozer, and compactor) simultaneously.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

AND

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Transportation Noise at Existing Sensitive Receptors

Less Than Significant Impact. Some noise sensitive receptors located along the project area roadways, specifically Mission Street, John Daly Boulevard, and Hillside Boulevard, are currently exposed to exterior traffic noise levels exceeding the City of Daly City threshold of 70 dB Ldn exterior noise level standard for residential uses. Such receptors would continue to experience elevated exterior noise levels with implementation of the proposed project. The proposed project's contribution to traffic noise increases is predicted to be minimal. According to the Daly City General Plan, a doubling of traffic volumes results in a 3 dB increase in noise levels, which is considered barely perceptible to the human ear. As mentioned above, the traffic study conducted by KD Anderson & Associates, Inc., shows an incremental increase in traffic counts from the proposed project, resulting in an approximate 1% increase during AM peak hours and 5% increase during PM peak hours from existing conditions. As mentioned above, a doubling of traffic counts would result in 3 dB increase of noise levels; therefore a 1% and 5% increase would be inaudible to the human ear. The increase in traffic counts from the proposed project would not change the level of service from existing conditions. Additionally, the increase in traffic level noise from the proposed project would minimally, if at all, impact the existing noise levels at the project site due to the existing building barriers shielding the site from Mission Street and Hillside Boulevard.

The proposed project would not cause increased noise levels exceeding the City of Daly City 70 dB Ldn exterior noise level standard at existing noise-sensitive residential

receptors. Therefore, existing sensitive receptors would not be exposed to a substantial permanent increase in ambient noise levels or noise levels in excess of applicable standards.

Transportation Noise at New Sensitive Receptors

Less Than Significant Impact. It is not anticipated that noise levels at the project site would expose the future residents to noise levels exceeding the Daly City threshold of 70 dB Ldn for exterior noise. As summarized in Table 3.11-2, the community noise survey conducted by Stantec identified the existing noise levels at 62.43 dBA, 58.73 dBA, and 59.79 dBA during the morning, day time, and night time surveys, respectively, on the southern boundary of the project site parcel, along Brunswick Street. According to Table 3.11-1, the recorded noise levels would be considered "normally acceptable" for mixed-use residential land uses. The City of Daly City has established a threshold of 45 dBA Ldn for indoor noise levels for designated residential land uses. Modern construction materials, consistent with the Universal Building Code (UBC), typically provide an exterior-to-interior noise level reduction of 25 to 30 dB with all exterior openings sealed (Caltrans 2013). Therefore, given the average exterior volumes recorded during the morning, day time, and night time community noise surveys on the site, 60.3 dBA, the projected interior noise conditions for the proposed housing development are estimated at 35.3 dBA. Based on the construction design, it is not anticipated that interior noise levels would exceed the City's threshold, resulting in a less than significant impact.

b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact. The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading and building construction take place. Construction vibration impacts include human annoyance and building structural damage. Building damage can take the form of cosmetic or structural. As stated above, the threshold for damage to structures ranges from 0.2 to 0.6 in/sec PPV, and the general threshold at which human annoyance could occur is noted as 0.1 in/sec PPV. Table 3.11-5 shows the typical vibration levels produced by construction equipment. The project foundation work would consist of spread footing columns installed via trenching and would not require pile driving or similar that could cause building damage at exterior sites.

Table 3.11-5: Vibration Source Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 50 Feet	Peak Particle Velocity at 100 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Large Bulldozer	0.089	0.031	0.011	**0.1**	**None**
Loaded Trucks	0.076	0.027	0.010	**0.1**	**None**
Small Bulldozer	0.003	0.001	0.000	**0.1**	**None**
Auger/Drill Rigs	0.089	0.031	0.011	**0.1**	**None**
Jackhammer	0.035	0.012	0.004	**0.1**	**None**

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 50 Feet	Peak Particle Velocity at 100 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Vibratory Hammer	0.070	0.025	0.009	**0.1**	**None**
Vibratory Compactor/Roller	0.210	0.074	0.026	**0.1**	**None**
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Guidelines, May 2006					

Sensitive receptors could be impacted by construction-related vibrations, especially vibratory compactors/rollers. The nearest receptors are located approximately 100 feet or further from any areas of the project site that might require grading or paving. At this distance, construction vibrations are not predicted to exceed acceptable levels. The project foundation work would consist of spread footing columns installed via trenching and would not require pile driving or similar that could cause building damage at exterior sites. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

The Table 3.11-5 data indicates that construction vibration levels anticipated for the proposed project are less than the 0.1 in/sec criteria at distances of 50 feet. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. As such, implementation of the proposed project would have a less than significant impact related to vibration.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant With Mitigation. During the construction of the proposed project, including grading and building construction, noise from construction activities would add to the noise environment in the project area. Table 3.11-6 lists equipment that is expected to be used along with noise levels generated from the FHWA RCNM (Federal Highway Administration 2006). Lmax sound levels at the nearest sensitive receptor (100 feet) are shown along with the typical acoustic use factor. The acoustical use factor is the percentage of time each piece of construction equipment is assumed to be operating at full power (i.e., its loudest condition) during construction and is used to estimate L_{eq} values from Lmax values. For example, the L_{eq} value for a piece of equipment that operates at full power 50% of the time (acoustical use factor of 50) is 3 dB less than the Lmax value.

Table 3.11-6: Summary of Federal Highway Administration Roadway Construction Noise Model

Source	Distance to Nearest Sensitive Receptor	Sound Level at Residence		
		Lmax	Acoustical Use Factor (%)	Leq
Backhoe	100 ft	71.5	40	67.6
Compactor (ground)	100 ft	77.2	20	70.2
Crane	100 ft	74.5	16	66.6
Concrete Pump Truck	100 ft	75.4	20	68.4
Compressor (air)	100 ft	74.0	40	70.0
Dozer	100 ft	75.6	40	71.7
Dump Truck	100 ft	70.4	40	66.5
Excavator	100 ft	74.7	40	70.7
Generator	100 ft	74.6	50	71.6
Paver	100 ft	71.2	50	68.2
Pneumatic Tools	100 ft	79.2	50	76.1
Roller	100 ft	74.0	20	67.0
Welder/Torch	100 ft	68.0	40	64.0
Grader	100 ft	79.0	40	75.0
Pickup Truck	100 ft	69.0	40	65.0
Source: Stantec 2015, Federal Highway Administration, 2006				

A reasonable worst-case noise condition for general construction activity is that a grader, dozer, and compactor would operate simultaneously. This represents a conservative scenario, as it assumes that all three pieces of equipment would be operating at the same time and same place. Construction would occur in sequential phases. Thus, in reality, it is not likely that the three loudest pieces of equipment would be operating simultaneously at the exact location of the project site closest to the nearest residence. Nevertheless, the RCNM calculated that this scenario would result in a combined noise level of 79.0 dBA-Lmax and 77.5 dBA-L_{eq} at 100 feet. These calculations represent the worst-case scenario at the nearest residences, located approximately 100 feet from the proposed project where general construction activity would occur.

The nearest sensitive receptor to the project site is the Our Lady of Perpetual Help School, located approximately 100 feet to the east of the project site. Although the school is only 100 feet from the project site and therefore could potentially be affected by construction noise levels above the City noise threshold, there is a change in topographic elevation resulting in a hill separating the two parcels, located between the project site and the school. According to Figure 2.0-5, the topographic lines indicate that the hill between the project site and Our Lady of Perpetual Help is approximately 15 feet in height. This hill would act as a natural noise barrier and would shield the school from noise generated during construction activities. According to the FHWA, a noise barrier can achieve a 5 dB noise level reduction when it is tall enough to break the line-of-sight form the noise source to the receiver. Once the barrier exceeds the line of sight, it can achieve approximately 1.5 dB of additional noise level reduction for each meter of barrier height (Federal Highway Administration 2001). At 15 feet (4.6 meters) in height, the hill located between the project site and the school would achieve a noise level reduction of approximately 9.5 dB, assuming the average line-of-sight is 5 feet in height. The project foundation work would consist of spread footing columns installed via trenching and would not require pile driving or similar that could cause building damage at exterior sites. In conclusion, noise levels at the Our Lady of Perpetual Help School during construction would be adequately blocked by the hill located between the properties to levels of approximately 69.5 dBA-Lmax and 68 dBA-Leq. These levels are below the Daly City noise threshold.

Mitigation Measure 2.6(a) from the Plan Bay Area EIR would be implemented to reduce construction noise in the proximity of sensitive receptors. This would include the construction of temporary barriers where construction noise levels have the potential to exceed the maximum exterior residential noise standard, specifically along Brunswick Street where residents are located approximately 100 feet from the project area.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A substantial project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from construction sites. This noise increase would be of short duration, and would likely occur primarily during daytime hours. The amount of additional traffic on the local roadways would represent an insignificant addition to the existing noise levels. Mission Street and John Daly Boulevard would be used for site access, both of which are arterial streets with high levels of traffic. It is anticipated that traffic from construction activities would have an insignificant impact on noise levels to sensitive receptors due to the insignificant increase of traffic from existing conditions.

The City of Daly City Municipal Code Section 9.22.030 regulates noise from the hours of 10:00 PM to 6:00 AM, including construction-generated noise as outlined below:

"*Between the hours of ten p.m. and six a.m. of the following day, no person shall cause, create or permit any noise, music, sound or other disturbance upon his property which may be heard by, or which noise disturbs or harasses, any other person beyond the confines of the property, quarters or apartment from which the noise, music, sound or disturbance emanates.*"

Construction activities would be temporary in nature, would occur during normal daytime working hours listed above, and would comply with the requirements of the Daly City Noise Ordinance. With the implementation of the Plan Bay Area EIR Mitigation

Measure 2.6(a), impacts from construction noise would be considered a less than significant with mitigation.

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 of public use airport) Expose people residing or working in the project area to excessive noise levels?

AND

f) (For a project within the vicinity of a private airstrip)Expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. The nearest airport is the San Francisco International Airport (SFO), located approximately seven miles southeast of the project site. According to the Daly City General Plan, the project site is located outside of the SFO airport noise contour of 60 dB. Although aircraft-related noise could occasionally be audible at the project site, noise would be extremely minimal. Exterior and interior noise levels resulting from aircraft would be compatible with the proposed project. Therefore, a less than significant impact would occur.

3.11.7 Project Specific Mitigation Measures

None required.

3.11.8 Findings

All additional significant environmental impacts of the proposed project relating to noise would be mitigated to a less than significant level with the implementation of the Plan Bay Area EIR Mitigation Measure 2.6(a).

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3.12 POPULATION AND HOUSING

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.12.1 Environmental Setting

The project site is located in the Hillside neighborhood of Daly City at the "Top of the Hill," where Mission Street meets John Daly Boulevard. This neighborhood is also referred to in the Daly City General Plan as Planning Area 10. 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 City of Daly City experienced significant growth in the decades immediately following World War II. The City's population quadrupled between 1950 and 1970 with the construction of the Westlake and Serramonte subdivisions. By 1990 the population was approximately 90,000. The United States census reported a population of 101,123 in 2010. Although population growth is anticipated to continue, it is anticipated to do so at a modest rate, reflecting the fact that the City is largely built out (Daly City General Plan 2013).

According to ABAG growth estimates, the City can expect to add about 19,000 more residents between 2010 and 2030, or about 950 residents per year. This numerical estimate is likely accurate given the amount of population growth documented during the past 20 years (between 1990 and 2010), when about 14,400 people were added to the City's population. Between 1990 and 2008, the City of Daly City exhibited a population growth rate comparable to adjacent jurisdictions within San Mateo County, as well as the City and County of San Francisco. Like the City of Daly City, these communities are largely built out and it is for this reason that their population growth rates are much less than those projected for the State as a whole. Population growth projections provided by ABAG also identify a slightly higher growth rate for the Bay Area

region, where population is projected to increase by almost 20% through 2030. The projected population growth rate for the City of Daly City during this same time period is estimated to be about 13%, which is comparable to growth rates projected for San Mateo and San Francisco Counties, as well as the jurisdictions immediately adjacent to the City of Daly City (Daly City General Plan 2013). The City's population density is second only to that of San Francisco as the densest cities in the Bay Area, with approximately 13,270 persons per square mile, compared to 17,320 persons per square mile in San Francisco (Daly City General Plan 2013).

The City's housing stock composition largely mirrors that of San Mateo County, with single-family homes being the majority at 65%. Multi-family housing represents all but 2% of the remaining housing stock, which is comprised of mobile homes.

The residential growth rate in Daly City has decreased significantly since the 1980s and 1990s, when 10-year growth rates were 8.5% and 7%, respectively. The growth rate between 2000 and 2010 was 1.5%. Comparatively, this is half the growth rate of San Mateo County as a whole, and the smallest growth rate in the Bay Area. The primary reason for the limited growth rate in the City, as described in the Daly City General Plan Housing Element, is the relatively limited supply of developable land, given the lack of parcels that are large enough for substantial development projects (Daly City General Plan 2013).

The project site represents one of a limited number of vacant areas within the Hillside neighborhood. The largest concentration of vacant land exists in the northern and southern portions of this neighborhood. The vacant land in the northern portion is on steep slopes with limited access and is not considered easily buildable. There is also vacant land immediately east of Hillside Park, south of the project site. The vacant land in the southern portion of the neighborhood is a mixture of vacant and underutilized parcels. These parcels represent the majority of infill residential parcels in the neighborhood.

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

Chapter 3.9 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on population and housing. The Daly City General Plan EIR identifies less than significant impacts on population and housing with implementation of the policies and goals identified in the Daly City General Plan.

Policies

Policy HE-1 Maintain and, where possible, create larger housing sites throughout the City.

Policy HE-4 Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.

Policy HE-8 Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.

Policy HE-11 Continue to require affordable units in all new housing development and in new condominium conversions.

Policy HE-20 Encourage voluntary housing rehabilitation and reconstruction.

Policy HE-30 Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.

Policy HE-31 Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods; the impacts of building height are decreased to the maximum extent feasible without reducing General Plan density.

3.12.3 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.

3.12.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.3 of the Plan Bay Area EIR evaluated the potential impacts that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, Mitigation Measures are identified to reduce these impacts.

a. Displacement of Communities

The Plan Bay Area EIR analyzed the potential impacts related to residential or business disruption or displacement of existing population and housing (Impact 2.3-1), and determined with the implementation of Plan Bay Area EIRA Mitigation Measure 2.3(a), 2.3(b), and 2.3(c), the impact would be less than significant with mitigation.

Please refer to Section 3.9, Land Use and Planning, for a discussion of regional and local effects associated with this impact.

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

None required.

3.12.6 Project Specific Impact Discussion

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. This analysis assesses the proposed project's potential to induce substantial population growth. There are two types of population growth: direct and indirect. Direct population growth can occur from the development of new residential units. Indirect population growth can occur from the creation of new employment opportunities or the removal of a barrier to growth (e.g., the extension of urban infrastructure to an undeveloped area). The proposed project would not significantly directly or indirectly induce population growth, as explained below.

Direct Population Growth

The proposed project would result in the construction of a 100% affordable senior mixed-use development project comprised of 206 studio unit apartments and approximately 6,451 sf of office/commercial space and 2,719 sf of leasing space (for a total of 9,170 sf) on a 1.15 acre site. Assuming an average of two residents per unit, the residential component would accommodate approximately 412 new residents. The proposed project would include approximately 34,325 sf of parking space that would consist of 59 parking stalls. The proposed project would not create new roads or extend utilities beyond those required for the project. As discussed above, according to ABAG growth estimates, the City of Daly City can expect to add about 19,000 more residents between 2010 and 2030, or about 950 residents per year. The residential portion of the proposed project would contribute approximately 412 new residents which, if full occupancy was realized within a one year period, would represent 43% of the anticipated annual residential growth. With an estimated 2015 population of approximately 108,938 (extrapolating from the 2010 population of 101,123 with a 1.5% growth rate), the proposed project's residential contribution would be approximately 0.38% of the City's annual population growth. Implementation of the proposed project, therefore, would not induce substantial growth in the area. Impacts would be less than significant.

Indirect Population Growth

The proposed project would result in the construction of up to 9,170 sf of commercial space. Based on the Daly City General Plan's allowable average FAR for the C-MU land use designation (1.0 to 6.0 or approximately 304 sf per employee), the number of employees expected from the proposed project is 30 (9,170 sf ÷ 304 = approximately 30 jobs). New jobs provided by the proposed project would reasonably be expected to be filled by the existing workforce in the City of Daly City and would not induce substantial indirect population growth. Therefore, impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is currently vacant and does not contain existing housing. Development of the proposed project would not result in any housing displacement that would necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. Construction of the proposed project would not result in the displacement of any people, either for short-term construction or permanently as a result of project implementation that would necessitate the construction of replacement housing elsewhere. Therefore, there would be no impact.

3.12.7 Project Specific Mitigation Measures

None required.

3.12.8 Findings

All additional significant environmental impacts of the proposed project relating population and housing would be less than significant.

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3.13 PUBLIC SERVICES

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
	Fire protection?	☐	☐	☒	☐
	Police protection?	☐	☐	☒	☐
	Schools?	☐	☐	☒	☐
	Parks?	☐	☐	☒	☐
	Other public facilities?	☐	☐	☒	☐

3.13.1 Environmental Setting

The City of Daly City provides fire, police, and parks and recreation services in the vicinity of the project site.

Fire

The City of Daly City is served by the North County Fire Authority (NCFA), a Joint Powers Authority that serves Brisbane, Daly City, and Pacifica. The NCFA has eight stations, five of which are located in the City of Daly City. The station located closest to the project site is Station 92 at 18 Bepler Street, located approximately 0.2 miles west of the project site.

The NCFA and its personnel provide emergency and non-emergency service to an area approximately 60 square miles with a population of over 185,000 citizens. These services are managed through three sectors of the NCFA, including an Operations Bureau, Support Services Bureau, and the Fire Prevention and Administrative Services Bureau.

In 2012, the NCFA responded to over 12,000 emergency and non-emergency incidents and achieved an overall 95% total reflex time; from receipt of call, dispatch, turnout, and travel to arrival in seven minutes or less by a single fire company for all emergency incidents, which exceeds the goal set by Daly City of meeting that goal 90% of the time. For multiple fire companies, the total reflex time was 11 minutes or less 83% of the time, which is below the Daly City goal of 90%. However, the City of Daly City maintained its Insurance Services Offices (ISO) Class 2 rating, which meets the City's target of maintaining a Class 2 rating (North County Fire Authority- Annual Report 2012).

Police

The City of Daly City Police Department (DCPD), the largest police department in San Mateo County, provides police protection services in the City of Daly City. The Department offices are located at 333 90th Street. In 2011, the Department received 33,278 calls and the average response time for Priority One calls was seven minutes. The DCPD is structured into two Bureaus, including a Field Operations Bureau, and the Operations Support Bureau and represents San Mateo County's largest police department with 111 sworn, and 43 non-sworn personnel. The Field Operations Bureau includes standard field operations divided into two divisions, Division A and Division B, a Bicycle Patrol Unit, a Canine Program, Gang Task Force, Police Cadet Program, and a Special Weapons and Tactics (SWAT) team. The Operations Support Bureau includes an Investigations Division and a Technical Services Division. The Investigations Division includes Violent Crimes, Homicide Cold Cases, Robbery, Fraud, Sex Crimes, Property Crimes, Narcotics Task Force, and Gang Intelligence Unit. The Technical Services Division includes a Communications Unit, Records Unit, and Property and Evidence Unit.

Schools

The City of Daly City is served by five public school districts comprised of 15 elementary schools, four middle schools, and six high schools. The five districts are as follows:

- Jefferson Elementary School District serves K-8 students in the City of Daly City, except for the Bayshore, Southern Hills, and Serramonte neighborhood.
- Jefferson Union High School District serves grades 9-12 in all of Daly City, except for the Serramonte neighborhood.
- Bayshore Elementary School District provides K-8 services in the Bayshore Neighborhood, and is comprised of two schools.
- Brisbane Elementary School District serves K-8 students in the Southern Hills Neighborhood, and is comprised of three schools.
- Southern San Francisco Unified School District serves K-12 in the Serramonte Neighborhood south of Hickey.

Jefferson Elementary School District reported enrollment of 7,111 students within its district during the 2014/2015 school year. Susan B Anthony Elementary, which would service the proposed project reported enrollment of 548 students in the 2014/2015 school year. Thomas R. Pollicita Middle, which would service the project area reported enrollment of 696 students in the 2014/2015 school year. Jefferson High, which would service the proposed project reported enrollment of 1,135 students in the 2014/2015 school year.

Parks

The City of Daly City is comprised of 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, the San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space east of the City's Hillside neighborhood. Although the San Bruno Mountain Park is comprised of State and County owned lands, it is managed by the San Mateo County Division of Parks and Recreation. Further, Thornton Beach State Park also provides an overlook near Highway 1 and at the end of John

Daly Boulevard; however, this park has largely been inaccessible due to landslides. The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club, and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only; therefore, are not open to the general public or residents of the City.

The City has six recreational facilities dispersed throughout the City and although the City has approximately 0.26 acres of parkland per 100 du, it is below the State Recreation Commission standard of 2.6 acres of parkland per 100 du. Further, the City of Daly City is comprised of 0.76 acres of parkland per 1,000 residents, which is below the National Park and Recreation Commission Standard of approximately 4 acres per 1,000 persons. In order to meet the minimum standard, the City would need to provide several hundred acres of additional parkland. The City's Municipal Code identifies a goal of 3 acres per 1,000 residents, which would mean the City would need to provide 15.8 acres of parkland to meet future need based on population.

Other Facilities

The Daly City Public Library is a member of the Peninsula Library System, which offers four locations within the City. The design, inspection and maintenance of municipal parks in the City of Daly City are the responsibility of the City of Daly City's Public Works Department while the programming of park activities and recreation services are the responsibility of the Department of Library and Recreation Services.

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

Chapter 3.11 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on various public services including fire, police, schools, and parks. The Daly City General Plan EIR identified potentially significant impacts on public services. However, policies contained in the proposed Daly City General Plan would reduce these potential impacts on public services to less than significant levels.

Policies

Policy SE-3.1: Support and maintain the City's Insurance Service Office (ISO) rating of a Class 2, which establishes the fire insurance rates for the City.

Policy SE-3.2: Provide for a seven (7) minute total reflex time for arrival of a first due company to 90% of all emergency incidents.

Policy SE-3.3: Provide for an eleven (11) minute total reflex time for arrival of multiple companies to 90% of all structure fires.

Policy SE-3.4: Maintain fire company reliability, whereby 90% of all incidents are handled by the district fire company.

Policy SE-3.5: Continue to support and participate in the county wide auto-aid and boundary drop agreement within San Mateo County, which provides the closest fire resources to emergency and non-emergency incidents regardless of jurisdiction.

Policy SE-5.1:	Maintain the City's emergency readiness and response capabilities, especially regarding hazardous materials spills, natural gas pipeline ruptures, earthquakes, and flooding due to dam failure, peak storms, and like failure.
Policy SE-5.2:	Continue to participate with San Mateo County's Automatic and Mutual Aid Programs, Area/County Emergency Plan, and Operational Area Emergency Services Organization as a basis for community emergency preparedness.
Policy SE-5.3:	Continue to analyze the significant seismic, geologic and community-wide hazards as part of the environmental review process; require that mitigation measures be made as conditions of project approval.
Policy SE-5.4:	Utilize emergency evacuation routes as determined by the Police Department. The evacuation routes will follow the major roadways as set forth in the Circulation Element.
Policy SE-5.5:	Promote awareness of the City's emergency operations procedure; utilize media sources to inform residents.
Policy SE-5.6:	Improve inter-jurisdictional, interagency cooperation with other public and private agencies for safety in future land use planning, hazard prevention and emergency response.
Policy SE-5.7:	Support the adoption and full implementation of the Local Hazard Mitigation Plan (LHMP) which was adopted by the City Council on March 12, 2012, under resolution 12-33 and accepted by FEMA and posted by ABAG June 5, 2012.
Policy RME-12:	Encourage a diverse, equitable, and integrated system of park facilities throughout Daly City that are accessible to all age, social, and economic groups and all geographic areas of the City.
Policy RME-13:	Require the dedication of parkland or the payment of an in-lieu fee in accordance with the Subdivision Map Act.
Policy RME-14:	Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

3.13.3 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.

3.13.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.14 of the Plan Bay Area EIR evaluated potential impact to public services that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Public Services

The Plan Bay Area EIR analyzed the potential impact related to the need for expanding facilities in order to maintain adequate schools, emergency services, police, fire, and park and recreation services (Impact 2.14-1), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.14(a), the impact would be less than significant with mitigation.

The Plan Bay Area EIR analyzed the potential impact related to increased use of existing parks or recreational facilities (Impact 2.14-2), and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.14(b), the impact would be less than significant with mitigation.

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

None required.

3.13.6 Project Specific Impact Discussion

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection

Less Than Significant Impact. Implementation of the proposed project could potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operation workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include senior housing that would serve City residents and age 55 years and older. As addressed in the Project Description the facility would consist of up to 206 units. The 2010 U.S. Census found that average household size for renter-occupied units is 1.97 persons per household. Using this resident-to-household ratio, the proposed project's facility would generate approximately 412 persons. As such, by generating up to 412 new residents, all of which would be between the age 55 years and older, the proposed project would likely result in more service calls to the NCFA. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls as well, especially when compared with the current undeveloped

and nonexistent use. The number and type of service calls are expected to be consistent with other commercial retail uses located elsewhere in the City.

The project site is located within the service area of Fire Station No.92 which is approximately 0.2 miles west from the project site. Although the NCFA is not currently meeting its primary response time objective, based on the relatively shorter distance to the project site, it is anticipated that NCFA would be able to respond to the site within the NCFA response goal without the need for new or expanded facilities. A Service Letter was sent to the NCFA on May 26, 2015 and written response from NCFA indicated that the proposed project's residential use would not affect the District's ability to deliver emergency services to the project site and the surrounding service area (Appendix H).

While the NCFA stated that the proposed project would not result in the construction of new or the expansion of existing Fire District facilities, it is assumed given the infill nature of the project and its location to existing stations, would not indirectly result in future environmental impacts from construction or expansion of facilities. However, the high number of service calls typically associated with senior housing facilities could still impact NCFA response times to other emergencies within its service area. According to the FEMA, the "expanding older adult population may require ever-increasing amounts of public services, health care, and additional services. Of particular importance to fire and emergency medical services (EMS) is finding a way to accommodate a vastly increased demand for services from an already large and continually growing segment of the population." This aging segment of the population, combined with current overcrowding conditions in medical emergency departments, could serve as an additional crisis for fire protection and EMS providers. To meet this service demand, fire protection cannot focus on response as the primary intervention, and thus FEMA recommends prevention and education efforts as necessary to curtail the increasing need for fire protection and EMS providers.

Generally, the risk of structural fires on the project site would be low, as the buildings, structures, and facilities developed on the project site would be constructed with newer, flame retardant building materials using modern construction methods. All structural improvements constructed on the site would comply with the standards contained in the current California Fire and Building Codes. In addition, the NCFA Fire Prevention Bureau would review the proposed project's development plans during the project's planning and design phase, and would inspect the project's construction site during the construction phase to ensure that all new improvements meet State and local Building and Fire Code requirements. Further, once operational, the proposed project would be subject to the NCFA building inspection program, which would ensure compliance with applicable State and local standards, including requirements for emergency access. Finally, the project site is not located in a high-risk area for wild fires.

To help offset the construction of facilities, the procurement of equipment, and the hiring of additional personnel, the NCFA collects mandatory fees on new development projects. As part of the proposed project's entitlement process, the project would be responsible for paying its fair share of these impact fees, therefore the project would have a less than significant impact on fire protection services.

Police protection

Less Than Significant Impact. As addressed in impact a-1) the proposed project would potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operation workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include senior housing that would generate approximately 412 persons. As such, by generating up to 412 new residents, the proposed project would likely result in more service calls to the DCPD, although possibly not to the same extent as traditional single-family residential units. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls as well, especially when compared with the current undeveloped and nonexistent use. The number and type of service calls are expected to be consistent with other commercial uses located elsewhere in the City.

The project Site is already located within the DCPD's service area and is currently served by the Police Department located at 333 90th Street approximately 1.25 miles southwest of the project site. The Department's average response time for priority-one calls was seven minutes, from the time the dispatcher received the call to when the police arrived. The average response time between the police receiving notice from the dispatcher to police arrival was four minutes, though the Department does not have a formally adopted response time standard (Daly City General Plan EIR 2012). Given that the proposed project is promoting infill development along transit corridors, that are in central locations in the City which leads to shorter response time; it is anticipated that since the existing project area is already patrolled by the DCPD, and since the Department is already meeting its response time goal, DCPD would be capable to continue to responds to the site within its established response time standard without the need for new or expanded facilities.

Correspondence from the DCPD supports this finding, indicating that the proposed project would not result in the construction of new or the expansion of existing WCPD facilities (Appendix H). In addition, as part of proposed project approval, the DCPD would review and comment on the site plan as it relates to access and egress that are designed to enhance safety on the project site and reduce crime. Therefore, impacts associated with DCPD facilities would be less than significant.

Schools

Less Than Significant Impact. The proposed project consists of a 206-unit, five-story, senior housing facility with ground floor commercial that would not likely generate additional students in the area, as senior citizens generally do not have school-aged children. The residential aspect of the proposed project would not directly or indirectly generate a substantial increase in new students in the area, result in any adverse physical impacts, or impede performance objectives for any of local schools.

Correspondence from Jefferson Union High School District indicated there would be no need to expand school district facilities even if the proposed project included multi-family housing (Appendix H).

Additionally, the other proposed non-residential land uses on the project site are not anticipated to trigger a substantial increase in the school population because it is anticipated that the temporary and permanent employees required by proposed

project could come from the City and County without the need for relocation of themselves and their families. Thus, the proposed project would not result in the construction of new or the expansion of existing school facilities. Furthermore, the proposed project would be required to pay statutory developer fees under California SB 50. The payment of SB 50 impact fees is full mitigation for school facilities under CEQA, and levels of applicant fee contribution are determined by the State Allocation Board and increase annually. Currently, SB 50 requires developers to pay $2.97 per square foot for new residential development. Therefore, because the proposed project would generate less than one-tenth of 1% of the existing student populations and pay the required SB 50 developer fees, a less than significant impact would occur regarding school facilities and services.

Parks

Less Than Significant Impact. The City currently does not have a parkland ratio standard. There are 13 municipal parks and 12 tot lots in the City of Daly City, resulting in a total of 82.95 acres of developed public recreational space, which works out to only approximately 0.82 acres per 1,000 residents. School playgrounds provide additional recreational open space opportunities; however they are not included in the acreage because they are owned and regulated by their respective school districts, and are only available during limited periods of time.

This parkland to population ratio also does not take into account the numerous regional park facilities accessible to residents. San Bruno Mountain State and County Park, a 2,063 acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. At the coastline, Thornton Beach State Park includes a panoramic overlook and parking lot adjacent to

Highway 1, at the end of John Daly Boulevard. Lake Merced, which is adjacent to the City limits, north of the Westlake Planning Area, is a freshwater lake located in San Francisco but utilized by many Daly City residents due to its proximity. Lake Merced includes a circuit path all the way around as well as facilities such as picnic areas and barbeques. Additionally, the Fort Funston/Golden Gate National Recreation Area is also adjacent to the city limits, north of the Westlake Planning Area, and includes multiple trails. The abundance of regional open space around the city indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City would need to provide 15.8 acres of parkland to meet future need resulting from the additional population (without ameliorating existing deficiencies). Assuming an average of two residents per unit, the residential component of the proposed project would accommodate approximately 412 new residents. To meet this demand, the proposed General Plan includes a task to develop part of the 140-acre undeveloped Mussel Rock area into a park for community use. General Plan policies have been adopted to ensure adequate parks and recreational facilities are provided to accommodate the increase in new residents. During the proposed project's entitlement process, the applicant would coordinate with the City of Daly City regarding the collection of fees in accordance with AB1600 prior to operation of the proposed project and occupancy of the facility. Because the proposed project would increase the number of residents in the area and increase the demand on park facilities, a potentially-significant impact would occur; however, this impact would be

reduced to a less than significant level with adherence to the City code and payment of in-lieu impact fees.

Other public facilities

Less Than Significant Impact. The design, inspection and maintenance of municipal parks in the City of Daly City are the responsibility of the City of Daly City's Public Works Department while the programming of park activities and recreation services are the responsibility of the Department of Library and Recreation Services. The Daly City Public Library is a member of the Peninsula Library System, which offers four locations within the City. The closest location is John Daly branch located at 134 Hillside Boulevard, approximately 300 yards southwest of the project site. Given the proposed project's generation of approximately 412 new residents would not affect the City's ability to provide library space. Thus, the proposed project would not result in the construction of new library branches or the expansion of existing branches. Therefore, impacts associated with other public facilities such as public libraries would be less than significant.

3.13.7 Project Specific Mitigation Measures

None required.

3.13.8 Findings

All additional significant environmental impacts of the proposed project relating to public services would be less than significant.

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3.14 RECREATION

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☒	☐	☐
b)	Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.14.1 Environmental Setting

Parklands

The parklands of the City of Daly City include 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space east of the City's Hillside neighborhood. Although San Bruno Mountain Park is State- and County owned land, it is managed by the San Mateo County Division of Parks and Recreation. Further, Thornton Beach State Park also provides an overlook near Highway 1 at the end of John Daly Boulevard; however, this park has largely been inaccessible due to landslides.

The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only; therefore, they are not open to the general public or residents of the City.

The City has six recreational facilities dispersed throughout the City, and, although the City has approximately 0.26 acres of parkland per 100 du, it is below the State Recreation Commission standard of 2.60 acres of parkland per 100 du. Further, the City of Daly City has 0.76 acres of parkland per 1,000 residents, which is below the National Park and Recreation Commission Standard of approximately 4.00 acres per 1,000 persons.

In order to meet the minimum standard, the City would need to provide several hundred acres of additional parkland. The City's Municipal Code identifies a goal of 3.0 acres per 1,000 residents, which would mean the City would need to provide 15.8 acres of parkland to meet future needs, based on population growth.

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

Chapter 3.11 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on recreational resources. The Daly City General Plan EIR identified potentially significant impacts on recreation. However, existing national, State, and local laws, as well as policies contained in the proposed Daly City General Plan, would reduce potential impacts on recreational resources to less than significant levels.

Policies

Policy RME-12: Encourage a diverse, equitable, and integrated system of park facilities throughout Daly City that are accessible to all age, social, and economic groups and all geographic areas of the City.

Policy RME-13: Require the dedication of parkland or the payment of an in-lieu fee in accordance with the Subdivision Map Act.

Policy RME-14: Prioritize the dispersal of park in-lieu fees collected from the development of new subdivisions to ensure that the fees are spent in the appropriate areas (see Program RME-3).

3.14.3 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.

3.14.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.14 of the Plan Bay Area EIR evaluated potential impact to recreation 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. Increase the Use of Existing Recreational Facilities

The Plan Bay Area EIR analyzed the potential impact related to recreational facilities (Impact 2.14-2) and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.14(b), the impact would be less than significant with mitigation.

b. Require Construction/Expansion of Recreational Facilities

The Plan Bay Area EIR analyzed the potential impact related to recreational facilities (Impact 2.14-1) and determined with the implementation of Plan Bay Area EIR Mitigation Measure 2.14(a), the impact would be less than significant with mitigation.

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

Compliance with the applicable policies/regulations and the implementation of Plan Bay Area EIR Mitigation Measure 2.14(b) would reduce the proposed project's impacts related to recreational resources to a less than significant level.

"***2.14(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:*

- *Ensuring that adequate parks and recreational facilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development.*
- *Complying with existing local regulations and policies that exceed or reasonably replace measures that reduce impacts on recreational facilities.*

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

3.14.6 Project Specific Impact Discussion

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant With Mitigation. As discussed above, the City's Municipal Code identifies a goal of 3.0 acres per 1,000 residents. The proposed project's generation of up to 406 new residents would not affect the City's ability to maintain its parkland standard because even with the addition of these new residents, the City's parkland-to-residents ratio would still be adequately satisfied. To the contrary, the proposed project would include on-site passive recreation and open space amenities for use by residents and tenants. These on-site amenities would include passive recreation areas, including pedestrian paths and sidewalks that would connect the project site to the City's sidewalk system.

Within the project site, approximately 7,927 sf of common open space would be dedicated to provide open outdoor space. The proposed project open space would consist of 3,757 sf of common open space courtyard, 82 private balconies; which would provide 50 sf of open space, and seven Juliette balconies; which would provide 10 sf of

open space. Thus, not only would the proposed project not substantially increase the use of existing parks or other recreational facilities, but it would also offer residents new passive recreational and open space areas to patronize. Therefore, with adherence to applicable City Codes and regulations, Daly City General Plan policies, and Plan Bay Area EIR Mitigation Measure 2.14(b), proposed project impacts associated the physical deterioration of existing parks or other recreational facilities would be less than significant.

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed project would include passive recreation and open space totaling approximately 7,927 sf. The proposed project's open space would include: 3,757 sf of common open space courtyard; 82 private balconies, which would provide 50 sf of open space, each; and seven Juliette balconies, which would provide 10 sf of open space, each. These passive areas and open space would be accessible to onsite users. The potential environmental effects of the planning, construction, and operation of the proposed project, as a whole, including these recreational facilities, are being identified and evaluated as part of the SCEA. This SCEA addresses the potential adverse environmental impacts that could occur as a result of implementation of the proposed project, and where applicable and feasible, identifies recommended mitigation measures that would reduce impacts to acceptable levels of significance. No additional environmental effects would occur beyond those that have already been identified as part of this proposed project analysis, and no additional mitigation is required as a result of the proposed project's inclusion of passive recreational and open space areas on the project site. Therefore, impacts associated with adverse environmental impacts of recreational facilities would be less than significant.

3.14.7 Project Specific Mitigation Measures

None required.

3.14.8 Findings

All additional significant environmental impacts of the proposed project relating to recreational facilities would be mitigated to a less than significant level with the implementation of Plan Bay Area EIR Mitigation Measure 2.14(b).

3.15 TRANSPORTATION AND TRAFFIC

	Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways	☐	☒	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☐	☒
f)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

3.15.1 Environmental Setting

This section of the SCEA is based on the *Final Transportation Impact Analysis* prepared for the proposed project by KD Anderson & Associates, dated April 28, 2015 (see Appendix E). The proposed project qualifies as TPP under Senate Bill (SB) 375. Environmental documents for TPPs are not required to reference, describe or discuss: 1) growth inducing impacts, 2) impacts from car and light duty truck trips on climate change or regional transportation network, or a 3) reduced density alternative to the project. Accordingly, analysis of project effects on US 280 within the project area was not necessary because the freeway is part of the regional transportation network.

However, potential off-site traffic impacts of the proposed project have been analyzed under existing and cumulative conditions, as well as impacts to alternative modes of transportation, access, and temporary impacts during construction.

Study Area and Analysis Scenarios

In urban environments such as the project area, roadway capacity is governed by the operations of intersections. For this reason and because roadway segments were included in the traffic analysis for the Daly City General Plan, the City determines impacts on the roadway system based upon the operations of intersections. The project area includes the following four intersections. The four intersections were selected based on their proximity to the project site, expected usage by project traffic, and susceptibility for being impacted. The list was reviewed and approved by the City's Engineering Division. Figure 3.15-1 illustrates the intersections surrounding the project area. The project area also includes bicycle, pedestrian, and transit facilities within the project vicinity.

- The Mission Street / John Daly Boulevard / Hillside Boulevard intersection is controlled by a traffic signal that is maintained by Caltrans, and auxiliary lanes that have been provided in each direction. The three-lane John Daly Boulevard approach is configured with a separate left turn, and through and right turn lanes. The Mission Street approaches each have separate left turn lanes, but right turns are made from the #3 through lane. The two-lane Hillside Boulevard approach is striped with a separate left turn lane and a combined through plus right turn lane. Crosswalks are provided across each approach and the intersection is illuminated. Bus stops are marked on the southbound Mission Street and the eastbound John Daly Boulevard approaches.

- The Hillside Boulevard / Brunswick Street intersection is a "tee" intersection controlled by a stop sign on the westbound Brunswick Street approach. The Hillside Boulevard approaches have single lanes and the two-lane Brunswick Street approach has separate left turn and right turn lanes. A crosswalk is striped across the Brunswick Street approach.

- The Wellington Avenue / Brunswick Street intersection is controlled by an all-way stop. Each approach has a single lane and crosswalks are striped across each leg of the intersection.

- The Mission Street / Crocker Avenue intersection is controlled by a traffic signal. The three lane one-way eastbound Mission Street approach features a separate left turn lane, a through lane and a combined through plus right turn lane. Westbound Mission Street approach has two lanes striped as a combined left turn and right turn lane and has a separate right turn lane. The northbound Crocker Avenue approach is a single lane that permits through traffic and right turns. The north leg of the intersection is one-way to the north. Crosswalks are striped across three legs of the intersection.

The following scenarios were analyzed:

- Existing Conditions – represents the baseline condition, upon which project impacts are measured. The baseline condition represents conditions in Fall 2014 (i.e., traffic counts were collected in September 11, 2014).

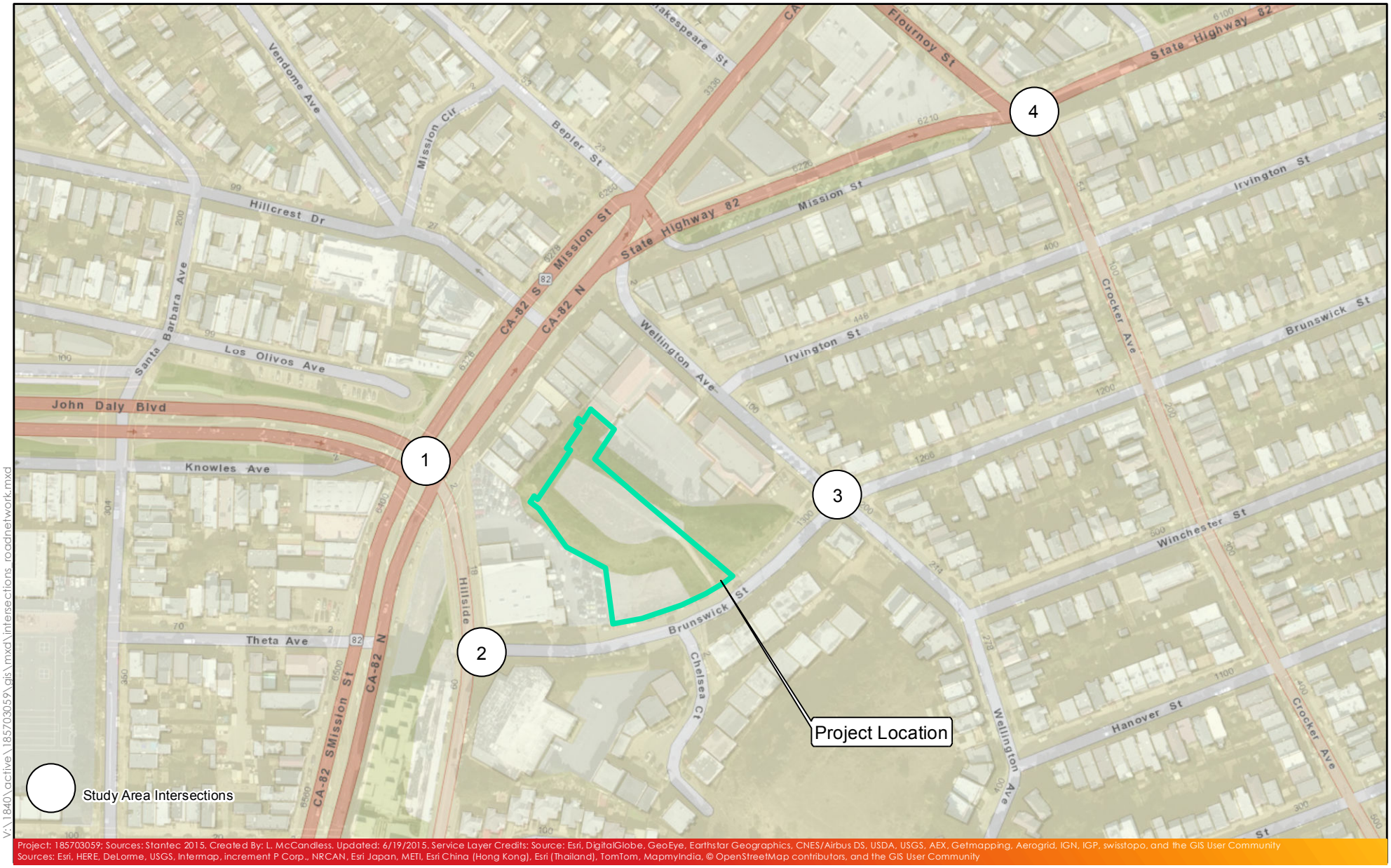

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Figure 3.15-1
Study Area Intersections / Study Area Existing Roadway Network

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- Existing Plus Project Conditions – reflects changes in travel conditions associated with implementation of the proposed project.

- Cumulative Plus Project Conditions – Analyzes conditions for a cumulative scenario, which includes reasonably foreseeable land uses and proposed project implementation.

Weekday AM and PM peak hour intersection turning movement counts were collected for the four study intersections on September 11, 2014. These counts were conducted when area schools were in session. Intersection turning movement counts were made at study intersections during the periods from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM. The four consecutive 15 minute periods with the greatest total volume within each two hour window was identified as the peak hour.

Existing Levels of Service and Signal Warrants

Existing Levels of Service

Figure 3.15-2 displays the existing AM and PM peak hour traffic volumes, lane configurations, and traffic controls at each intersection. At the John Daly Boulevard / Mission Street intersection, the AM peak hour occurred from 7:15 to 8:15 AM and the PM peak hour occurred from 4:30 to 5:30 PM. Table 3.15-1 identifies current intersection Levels of Service at the intersections surrounding the project area. As shown, the level of service at each signalized location satisfies the minimum level of service required by the City of Daly City.

Table 3.15-1: Existing Intersection Level of Service

#	Intersection	Control	Minimum LOS Standard	Time Period					
				AM Peak Hour (7:00 to 9:00 AM)			PM Peak Hour (4:00 to 6:00 PM)		
				LOS	Average Delay (sec/veh)	Signal Warrants Met?	LOS	Average Delay (sec/veh)	Signal Warrants Met?
1	John Daly Blvd / Mission Street / Hillside Blvd	Signal	D	C	29.7	-	C	30.0	-
2	Hillside Blvd / Brunswick Street (westbound left and right turns)	WB Stop	D	**F**	**65.4**	Yes	D	29.6	No
		Signal		B	10.4	-	-	-	-
		All-Way Stop		C	22.8	-	-	-	-
3	Wellington Avenue / Brunswick Street	All-Way Stop	E	B	13.1	No	B	11.55	-
4	Mission Street / Crocker Ave	Signal	D	B	17.6	-	B	17.1	-

Bold indicates conditions in excess of adopted minimum LOS standard
Source: KD Anderson & Associates, 2015

The levels of service reported for un-signalized intersections have also been identified. In each case, the reported value represents "worst case" conditions calculated for motorists waiting to turn onto the major street. At one location, the reported level of service exceeds the minimum level of service required by the City of Daly City (i.e., LOS D or better). Motorists waiting on Brunswick Street at the Hillside Boulevard intersection experience delays that are indicative of LOS F conditions during the AM peak hour.

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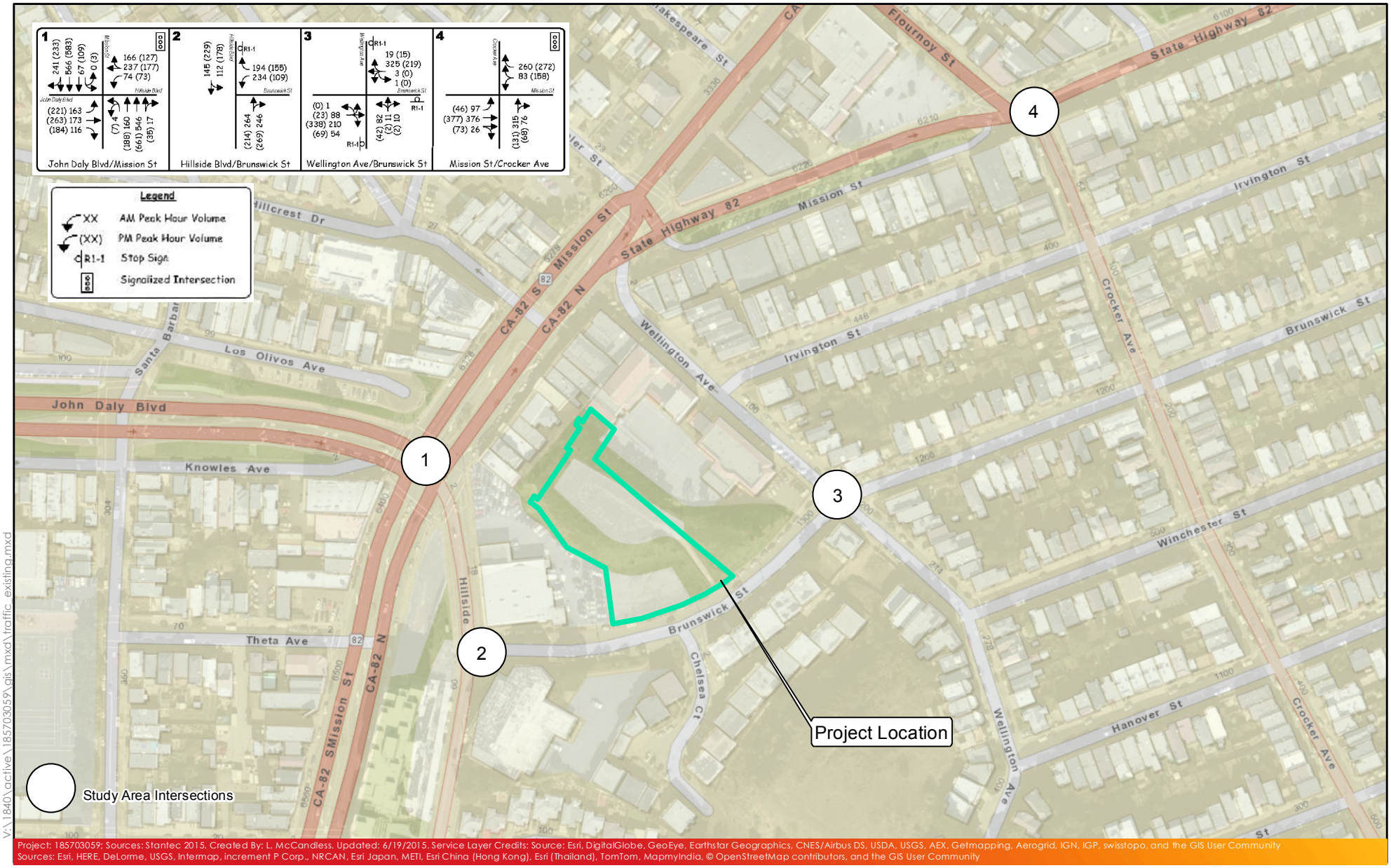

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Project: 185703059; Sources: Stantec 2015. Created By: L. McCandless. Updated: 6/19/2015. Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

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Figure 3.15-2
Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions

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Alternatives for improving the level of service at this intersection have been considered, but in each case there are issues associated with implementation. A traffic signal might be installed, but the distance between the Brunswick Street and Mission Street intersection is relatively short (i.e., 350 feet from intersection to crosswalk along Mission Street). Coordinating the operation of closely spaced signals can be problematic and because Mission Street is a state highway, Caltrans approval would be required.

An all-way stop is sometimes an alternative to signalization. In this case, however, the overall intersection level of service would be LOS C during the AM peak hour with an all-way stop. However, due to the short distance between the intersection and Mission Street, it is possible that peak period traffic would queue back to Mission Street.

Traffic Signal Warrants

The extent to which current traffic conditions at un-signalized intersections may already justify installation of traffic signals has been reviewed. At the Hillside Boulevard / Brunswick Street intersection, the current AM peak hour volume satisfies MUTCD Warrant 3 (peak hour volume).

The intersection would operate at LOS B during the AM peak hour with the installation of a traffic signal. However, due to the short distance between the intersection and Mission Street, it is possible that peak period traffic would queue back to Mission Street.

Alternative Transportation Modes

Transit

Public transit options, including bus routes are available to the City residents. The City of Daly City is served by two BART stations, SamTrans bus service, and Muni bus service. The proposed project is ½ mile from the Daly City BART station.

San Mateo County Transit District (SamTrans)

SamTrans operates an overall fixed route bus system of 82 routes with a service area of 150 square miles. SamTrans operates 14 fixed bus routes in the City of Daly City with 14 routes directly serving the BART station. Four of the fixed bus routes have vehicles equipped with handicapped access and one route is an express route which runs along Interstate 280 directly into San Francisco.

The project site is adjacent to numerous SamTrans routes. The El Camino Real (ECR) runs along Mission Street south of John Daly Boulevard; as well as, Route 24 and Route 121. Route 130 runs along Hillside Boulevard and Route 14 uses Mission Street, east of the project site.

San Francisco Municipal Railway (Muni)

The San Francisco Municipal Transportation Agency (SFMTA) operates five routes into the City. Route 28-19th Avenue and route 54-Felton serve the Daly City BART station, and the 14-Mission route serves Mission Street at the Top of the Hill. Routes 8-Bayshore Express and 9-San Bruno serve the Bayshore neighborhood. Of the three routes that serve the Daly City BART station, the 28-19th Avenue has the highest number of passengers. Muni has also expressed an interest in extending the 14-Mission line to the Daly City BART station.

Bay Area Rapid Transit (BART)

The City of Daly City is presently served by two BART stations: the Daly City BART Station located at the corner of John Daly Boulevard and Junipero Serra Boulevard, and the Colma BART Station located south of San Pedro Road in unincorporated Colma. The Daly City General Plan reports that in Fiscal Year 2009, the Daly City and Colma stations in combination were used by almost 12,000 riders each weekday.

Paratransit Services

Paratransit is an alternative mode of flexible passenger transportation that does not follow fixed routes or schedules. In the City of Daly City, paratransit consists of shuttlebuses, carpools, vanpools, and taxicab services. As described below, some paratransit services respond to special needs of people who cannot use public transit and require an on-call service to get to a doctor's appointment, shopping, or social event. Other paratransit services are pre-arranged ridesharing services that operate mainly during peak times and provide commuters with constant work schedules the opportunity to share vehicles.

Shuttlebuses

Shuttlebuses services are typically provided by employers or homeowners associations to transport residents or employees to work or to public transit hubs. Examples of shuttlebuses in the City of Daly City are the Seton Shuttle and the shuttle provided by Crown Colony Condominium Association, and Bayshore Shuttle Service goes near the project site. These shuttles provide the opportunity for a large concentration of individuals to ride to a specific common destination such as BART, where the rider can continue their commute to work.

Two shuttlebus programs serve the mobility-impaired population in the City of Daly City. SamTrans contracts with the Redi-Wheels program to operate a county-wide service. This program provides curb-to-curb service for handicapped individuals and the elderly who have impairments that exclude them from effectively using public transit. The service is provided on-call to persons who make reservations. In the City of Daly City, Redi-Wheels focuses on taking people to various medical offices in the St. Francis Heights neighborhood, Seton Hospital on Sullivan Avenue, and Kaiser medical facilities. The service is also extended to groups of elderly people for trips to adult day care centers and social gatherings, and handicapped students who attend Skyline College in San Bruno.

Vanpools

Vanpools allow groups of people to share a ride similar to a carpool, but on a larger scale with concurrent savings in fuel and vehicle operating costs, providing a flexible and cost effective mode of transportation. Vehicles may be provided by individuals, individuals in cooperation with various public and private support programs, through a program operated by or on behalf of an element of government, or a program operated by or on behalf of an employer. The key concept is that people share the ride from home or one or more common meeting locations and travel together to a common destination or work center.

Carpools

Carpooling, also known as car-sharing, is the sharing of car journeys so that more than one person travels in a car. Carpooling reduces the costs involved in car travel by sharing journey expenses such as fuel, tolls, and car rental between the people travelling. Carpooling is also an environmentally friendly and sustainable way to travel as sharing journeys reduces carbon emissions, traffic on the roads, and the need for parking spaces.

Carpools are typically established by private individuals who may work together or are brought together by Rideshare 511, a private non-profit corporation funded mostly by the Metropolitan Transportation Commission and Caltrans. Established as rides in 1977, the program was established to promote and facilitate alternative transportation for commuters who work and/or live in the nine-county Bay Area and Santa Cruz. Rides provides carpooling services for both individual commuters and large employers. The services for individual commuters includes free computerized car pool matching, general commuter and transit information, and specialized information on how to establish, operate, and maintain a carpool.

Taxicabs

Two companies provide twenty-four hour private taxi service in the City of Daly City. The City Council reviews and approves the license to operate a taxi service in the City. The Gateway Cab Company operates 11cabs and, with a fleet of 16 vehicles, the Daly City Cab Company provides about 500 trips per day to locations within and outside of the City.

Bicycle System

The Daly City General Plan notes that the topography, level of development, and high traffic volumes in the City of Daly City provide the greatest challenge to providing a safe environment for bicyclists. There are a limited number of flat or even relatively flat through-routes in the City, and bicycles must compete for space on these streets with automobiles and transit. In spite of these challenges, much can be done to make bicycling safer and more convenient. Figure 3.15-3 identifies the City's existing bicycle network. The following are descriptions of the three major bikeway types identified in the figure.

- Class I bikeways are designed and operated for the exclusive use of bicycles. Street and pedestrian crossings are minimized or are avoided altogether by building underpasses or overpasses. This type of bikeway is best located in parks or alongside freeways, railroad right-of-way or waterways. An example of a Class I bikeway located in the City of Daly City is on Lake Merced Boulevard extending from Westlake Park into San Francisco. Another example is John Daly Boulevard between Ashland Drive and Poncetta Drive, although there is a gap between Lake Merced Boulevard and Park Plaza Drive.

- Class II bikeways are adjacent to, but separated from motor vehicle and/or pedestrian traffic. While the cyclist has a separate path, it may be preempted by turning or parking vehicles. This type of bikeway can be added easily to existing streets by removing curb parking or narrowing travel lanes to provide a path separated by a low berm or painted markings. One way lanes should be at least 5

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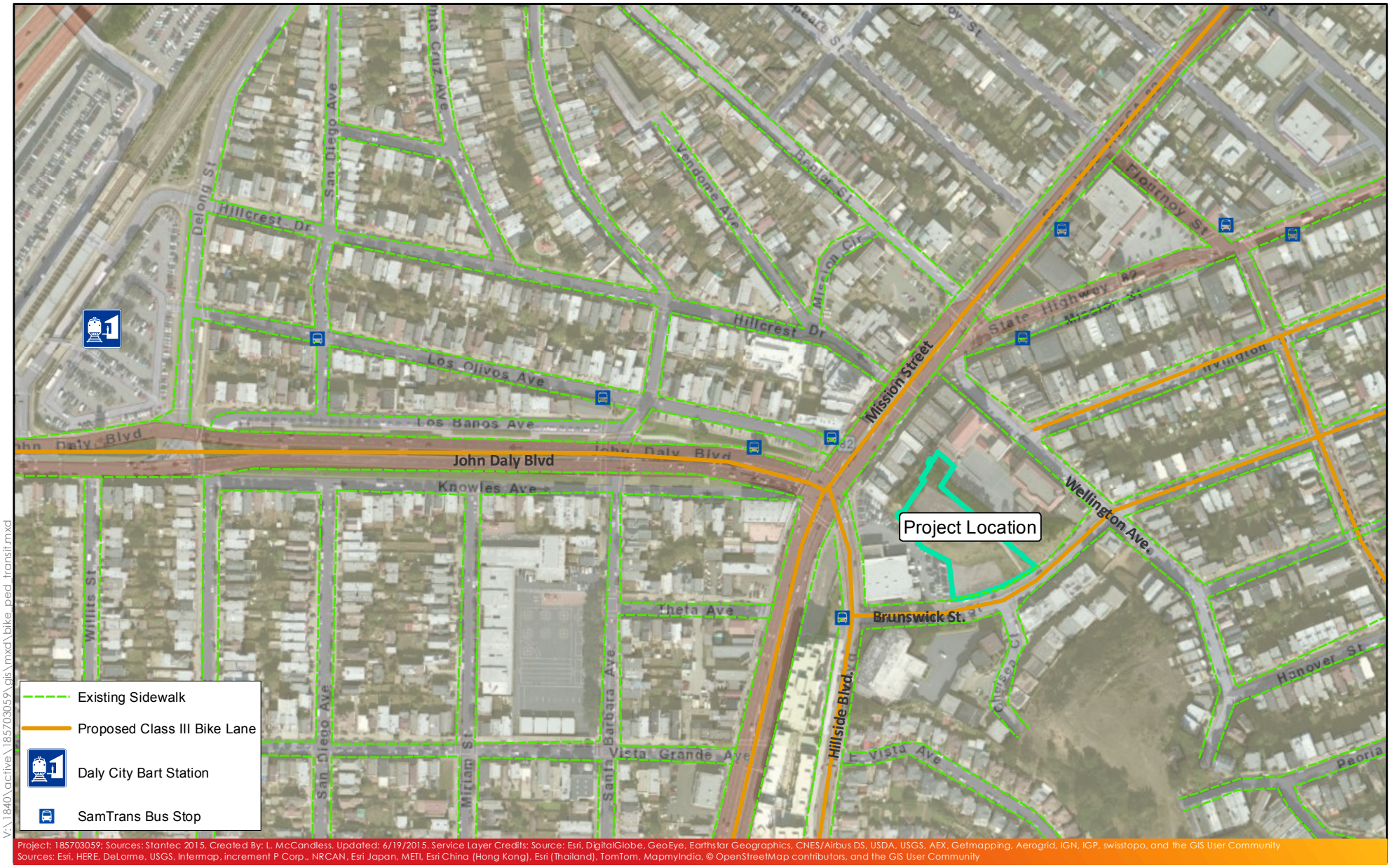

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Figure 3.15-3
Bicycle, Pedestrian, and Transit Facilities - Existing Conditions

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feet wide. An example of a Class II bikeway in Daly City is found along Callan Boulevard between Hickey Boulevard and King Drive.

- Class III bikeways are shared bikeways where the cyclist occupies the same right-of-way with either motor vehicles or pedestrians. Signs are used to designate that the street or path also is to be used by cyclists. While this type of bikeway is the most hazardous, it also is the least expensive to install and is often used to provide continuity to other bicycle facilities (e.g., Class II bikeways) where right-of-way is limited. The segment of Hillside Boulevard from Mission Street to East Market Street is an example of this type of bikeway in Daly City.

In 2013, the City's adopted Bicycle and Pedestrian Master Plan intended to provide a comprehensive network of signed and mapped routes for bicyclists and identified improvements that would expedite travel and improve safety along these routes. Since the Bicycle and Pedestrian Master Plan's adoption, new bicycle facilities not contemplated by the Bicycle and Pedestrian Master Plan, have been installed. Other aspects of the Bicycle and Pedestrian Master Plan are in need of refinement to the extent that the Bicycle and Pedestrian Master Plan's Circulation Element has identified the update of the Bicycle and Pedestrian Master Plan as a task.

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

Chapter 3.12 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on traffic and circulation. The Daly City General Plan EIR identified potentially significant and unavoidable impacts to certain intersection LOS. The Daly City General Plan, along with the increase in regional traffic, would degrade LOS at certain intersections to operate below the standards established by the Daly City General Plan, resulting in significant and unavoidable impacts. Additionally, the Daly City General Plan would promote public transit, bicycle and pedestrian facilities, resulting in less than significant impacts. The Daly City General Plan would have no impact on the remaining criteria.

Policies

Policy CE-1:	Use the City's traffic model and environmental review process outlined by CEQA to ensure that the City's existing roadway network is relatively free flowing during peak traffic periods.
Policy CE-2:	Minimize impacts on collector and local streets by moving traffic with origins and destinations outside of Daly City efficiently to area freeways and major arterial streets.
Policy CE-6:	Support regional efforts to improve traffic while accommodating future development.
Policy CE-7:	Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.
Policy CE-8:	Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles.

Policy CE-10:	Parking requirements contained within the Zoning Ordinance should, as closely as possible, reflect accepted current parking trends. Regulations for residential uses should recognize the ability for high density mixed-use development that is close to transit to reduce parking requirements.
Policy CE-13:	View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
Policy 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 CE-18:	Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan.
Policy CE-20:	Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.

3.15.3 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.

3.15.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.1 of the Plan Bay Area EIR evaluated the potential impact to transportation and traffic that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Measures of Effectiveness for the Performance of the Circulation System

The Plan Bay Area EIR analyzed the potential impact related to per-trip travel time for commute travel (Impact 2.1-1), and determined the impact would be less than significant.

The Plan Bay Area EIR analyzed the potential impact related to per-trip travel time for non-commute travel (Impact 2.1-2), and determined the impact would be less than significant.

The Plan Bay Area EIR analyzed the potential impact related to a substantial increase in per capita VMT on facilities experiencing LOS F compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole (Impact 2.1-3), and determined with the implementation of Plan Bay Area EIR Mitigation Measures 2.1(a), 2.1(b), and 2.1(c), for purposes of a conservative analysis, the impact would remain significant and unavoidable.

The Plan Bay Area EIR analyzed the potential impact related to a substantial increase in per capita VMT compared to existing conditions (Impact 2.1-4), and determined no impact.

The Plan Bay Area EIR analyzed the potential impact related to an increased percent utilization of regional transit supply resulting in an exceedance of transit capacity at AM peak hours, at PM peak hours, or for the day (Impact 2.1-5), and determined no impact.

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

None required.

3.15.6 Project Specific Impact Discussion

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

AND

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways

Less Than Significant With Mitigation. The proposed project's trip generation during the weekday AM and PM peak hours are presented in Table 3.15-2. As shown, a total of 830 daily trips would accompany these uses. Of that total, 58 trips would be generated during the AM peak hour and 68 trips would be generated during the PM peak hour.

These forecasts are based on nationally reported rates derived from locations with varying degrees of transit availability. It is likely that the actual trip generation achieved at the project site may be lower due the site's proximity to transit (i.e., BART Station, etc.). However, to provide a "worst case" assessment, no specific discount has been made for transit uses.

Table 3.15-2: Project Trip Generation

ITE Code	Description	Quantity	Trips						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
252	Senior Adult Housing – Attached	206 du's	709	14	27	41	28	20	48
710	General Office Building	9.17 Ksf	121	15	2	17	3	10	13
	Total		**830**	**29**	**29**	**58**	**31**	**30**	**61**
Source: KD Anderson& Associates, 2015									

The traffic impacts of the project have been assessed by superimposing project trips onto the current background condition and recalculating operating Levels of Service at study area intersections, and the results are presented in Figure 3.15-4.

Existing Plus Project Impacts

Intersection Levels of Service

Table 3.15-3 compares existing Levels of Service, at the intersections surrounding the project area, with conditions occurring with development of the project. As shown, the addition of trips accompanying the project does not result in appreciable changes to current Levels of Service. At the Hillside Boulevard / Brunswick Street intersection, the addition of project trips would lengthen the average delays experienced by motorists waiting to turn from westbound Brunswick Street onto Hillsdale Boulevard. Since the approach already operates at LOS F, which exceeds the City's LOS D minimum standard and because the proposed project would add traffic, the proposed project would result in having a significant impact.

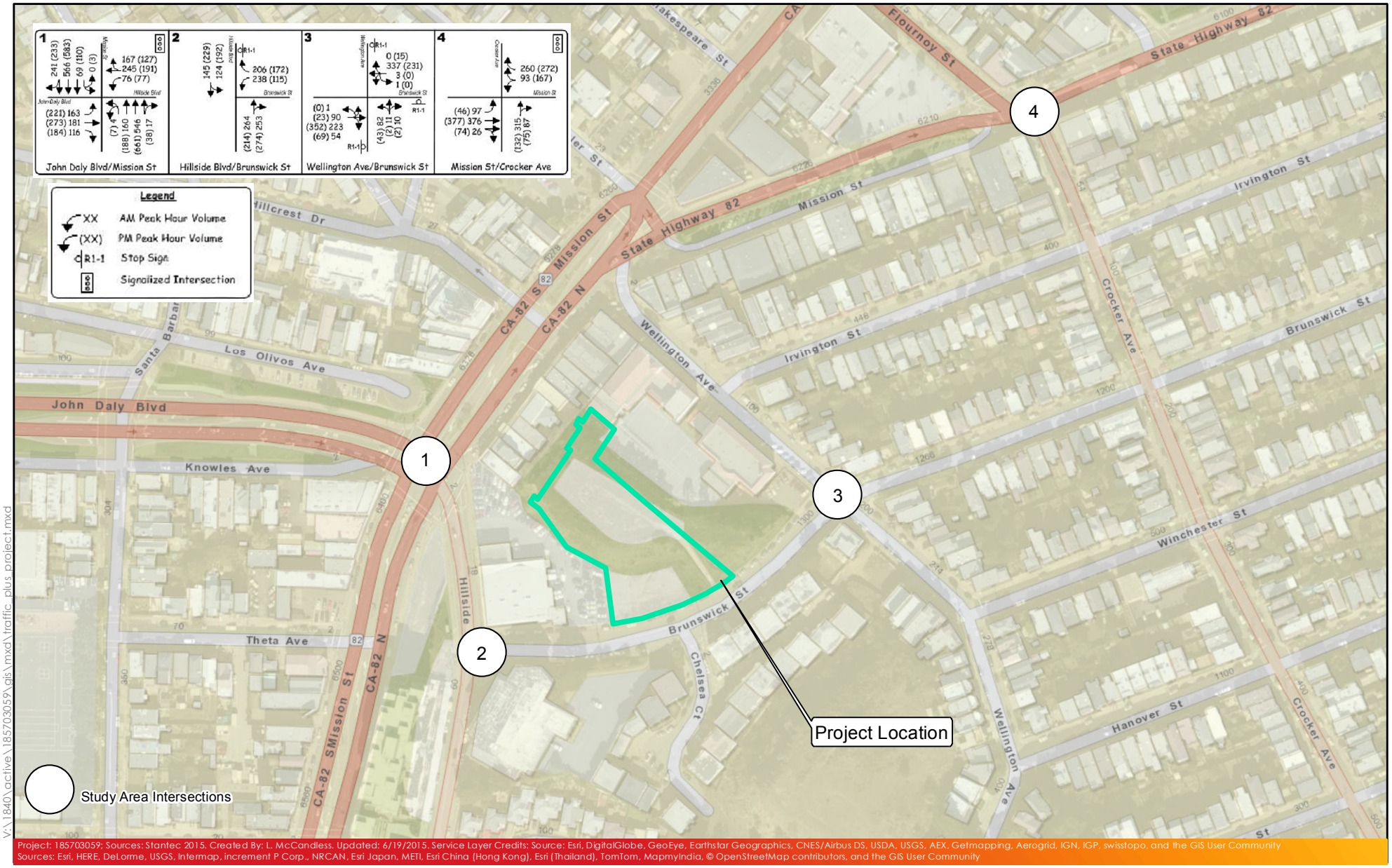

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Figure 3.15-4
Peak Hour Traffic Volumes and Lane Configurations - Project Plus Existing Conditions

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Table 3.15-3: Existing Plus Project Peak Hour Intersection Level of Service

#	Intersection	Control	Minimum LOS Standard	Time Period							
				AM Peak Hour (7:00 to 9:00 AM)				PM Peak Hour (4:00 to 6:00 PM)			
				Existing		Existing Plus Project		Existing		Existing Plus Project	
				LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
1	John Daly Blvd / Mission Street / Hillside Blvd	Signal	D	C	29.7	C	30.2	C	30.0	C	30.5
2	Hillside Blvd / Brunswick Street (westbound left and right turns)	WB Stop	D	**F**	**65.4**	**F**	**80.0**	D	29.6	D	33.8
		Signal		B	10.4	B	9.0	-	-	-	-
		All-Way Stop		C	22.8	C	24.3	-	-	-	
3	Wellington Avenue / Brunswick Street	All-Way Stop	D	B	13.1	B	13.3	B	11.5	B	12.0
4	Mission Street / Crocker Ave	Signal	D	B	17.6	B	17.9	B	17.1	B	17.3

Bold indicates conditions in excess of adopted minimum LOS standard. **Bold and Underlined** are a significant impact
Source: KD Anderson & Associates, 2015

The measures to improve the level of service at this location would be the same as those noted under existing conditions. Levels of service at other intersections would remain within the City's LOS D minimum, and the project's impact to these locations is not significant.

The Hillside Boulevard / Brunswick Street intersection would operate at LOS F during the AM peak hour, with and without the project. The proposed project would add traffic trips to the Hillside Boulevard / Brunswick Street intersection, which already operates at the unacceptable LOS. Therefore, implementation of proposed project Mitigation Measure TRANS-1 would require the applicant to pay fair share fees for intersection improvements in order to increase LOS to an acceptable level, thereby reducing impacts to less than significant.

Traffic Signal Warrants

The AM and PM peak hour traffic volumes at un-signalized intersections were compared to MUTCD Warrant 3. The Hillside Boulevard / Brunswick Street intersection would continue to carry volumes that satisfy this warrant during the AM peak hour, but no other location would reach the volume level that satisfied warrant requirements.

Cumulative Condition

Table 3.15-4 compares cumulative peak hour levels of service at the intersections surrounding the project area. As indicated, without the proposed project, two intersections would operate with levels of service that exceed the adopted minimum standard:

- John Daly Boulevard / Mission Street intersection: LOS F in the PM peak hour and
- Hillside Boulevard / Brunswick Street intersection: LOS F in both the AM and PM peak hour.

Measures to improve the level of service at the intersections surrounding the project area were evaluated. At the John Daly Boulevard / Mission Street intersection, it would be necessary to add additional auxiliary lanes to increase the intersection's capacity and deliver a level of service that satisfies the City's minimum LOS D. However, because the area around the intersection is built out, widening the intersection is not feasible. This conclusion is consistent with the findings outlined in the Daly City General Plan EIR, which notes that impacts to this intersection are significant and unavoidable.

Table 3.15-4: Cumulative Plus Project Peak Hour Intersection Level of Service

#	Intersection	Control	Minimum LOS Standard	Time Period							
				AM Peak Hour (7:00 to 9:00 AM)				PM Peak Hour (4:00 to 6:00 PM)			
				Existing		Existing Plus Project		Existing		Existing Plus Project	
				LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)	LOS	Average Delay (sec/veh)
1	John Daly Blvd / Mission Street / Hillside Blvd	Signal	D	D	42.4	D	43.9	**F**	**75.9**	**F**	**77.6**
2	Hillside Blvd / Brunswick Street (westbound left and right turns)	WB Stop	D	**F**	**245.2**	**F**	**275.9**	**F**	**177.8**	**F**	**215.5**
		Signal		B	14.8	C	29.0	B	14.1	B	15.5
		All-Way Stop		**E**	**42.1**	**E**	**44.9**	**E**	**65.62**	**E**	**71.3**
3	Wellington Avenue / Brunswick Street	All-Way Stop	D	D	25.7	D	29.7	C	19.7	C	21.4
4	Mission Street / Crocker Ave	Signal	D	C	22.0	C	22.9	C	25.6	C	26.2

Bold indicates conditions in excess of adopted minimum LOS standard. **Bold and Underlined** are a significant impact
Source: KD Anderson & Associates, 2015

The Hillside Boulevard / Brunswick Street intersection is projected to operate with side street delays that are indicative of LOS F during both the AM and PM peak hours. An all-way stop would deliver LOS E, with and without the proposed project. A traffic signal would deliver acceptable level of service (LOS B), but the possibility of queuing back to the Mission Street intersection (SR 82) remains. Coordinate operation with the John Daly Boulevard / Mission Street traffic signal would be required.

As noted in Table 3.15-4, development of the project would exacerbate conditions at the John Daly Boulevard / Hillside Boulevard / Mission Street intersection and the Hillside Boulevard / Brunswick Street intersection, both of which fail to satisfy the City's minimum LOS D standard without the proposed project. The John Daly Boulevard / Hillside Boulevard / Mission Street intersection would operate at LOS F during the PM peak hour, with and without the project. This is a significant impact. The Daly City General Plan EIR acknowledged that in the future, the intersection would operate with Levels of Service that are below the City's minimum standard. The Daly City General Plan EIR notes that there is no feasible mitigation for this impact. Thus, this impact is significant and unavoidable. As discussed above, the Daly City General Plan EIR identified significant unavoidable cumulative traffic impacts and findings of overriding consideration for those impacts. Public Resources Code 21083.3 allows the use of an Initial Study to conclude a significant and unavoidable impact only if a previous EIR identified significant unavoidable effects to a specific resource, which resulted in the Lead Agency adopting overriding considerations. In the case of the proposed project, the Daly City General Plan EIR identified such significant and unavoidable effects on traffic impacts related to the intersections discussed above and as such, the City of Daly City

adopted overriding considerations for said unavoidable effects in April 2012. Furthermore, as stated in Section 3.9, Land Use and Planning, the proposed project is consistent with the Land Use and Zoning designations of the project site. As such, impacts associated with proposed project would be consistent with those evaluated in the Daly City General Plan EIR and at the time of adoption of the Daly City General Plan EIR and related overriding considerations. Therefore, impacts from cumulative traffic would be less than significant.

Additionally, the Hillside Boulevard / Brunswick Street intersection would operate at LOS F during the AM and PM peak hour, with and without the proposed project. Since the project would add traffic to the intersection, this is a significant impact. As noted under existing conditions, a traffic signal would be needed to deliver acceptable level of service. Signalizing the intersection would yield LOS B under cumulative plus project conditions. An all-way stop would not deliver level of service that meet the LOS D minimum. However, the distance between the Brunswick Street and Mission Street intersection is relatively short (i.e., 350 feet from intersection to crosswalk along Mission Street). Coordinating the operation of closely spaced signals can be problematic and both all-way stop and signal could result in queueing to Mission Street. As a result, improvements would need to be designed and constructed with City/Caltrans coordination. Project trips during the AM peak hour total 32, which represents 2.1% of the 1,553 trips through the intersection during that time period. Therefore, with the implementation of proposed project Mitigation Measure TRANS-1 this impact is less than significant with mitigation.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact. The proposed project would not result in any changes to air traffic patterns and would not result in any associated safety risks. No impact would occur as the proposed project would not involve use of air transit, nor is it expected to cause any change in air traffic patterns.

d) Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project does not propose to make changes to a roadway that would create road hazards or alter design features developed to mitigate such hazards. Vehicular access to the project site would be via multiple new and existing driveways on Brunswick Street. Therefore, this impact would result in having no impact.

e) Result in inadequate emergency access?

No Impact. The proposed project would not result in inadequate emergency access during construction and/or operation. Brunswick Street is connected to more than four adjacent connecter streets providing adequate access in the event of an emergency. Therefore, the proposed project would have no impact.

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. Development of the proposed project may incrementally contribute to increased demand for facilities to serve pedestrians, cyclists and transit riders in the City of Daly City.

Project residents may elect to walk throughout the community and to and from the Daly City BART Station. However, sidewalks are available on surrounding project area streets and crosswalks are striped at intersections surrounding the project area. Signalized intersections between the project site and transit opportunities are equipped with pedestrian indications and controls. Thus there are no gaps in the pedestrian circulation system within the vicinity of the proposed project. Pedestrians attributed to the proposed project would add to the current pedestrian volumes occurring during peak hours at intersections surrounding the project area. However, because the project site is age restricted, the number of pedestrians generated during peak commute periods would be less than that associated with a conventional apartment project. Additionally, development of the proposed project does not interfere with the implementation of any other planned pedestrian facilities.

As with any residential development, residents may elect to use bicycles to reach area retail, employment, or social destinations. While cycling may be a choice for some residents, the number of residents electing to use bicycles as a regular commute option is limited by the nature of the City's circulation system site topography, and the surrounding uses. No Class 1 or Class 2 bicycle facilities are available near the project site, although Hillside Boulevard is a designated Class 3 route. The proposed project does not interfere with the implementation of any planned bicycle facility, including planned Class 3 routes on Brunswick Street.

Project residents may wish to take advantage of public transit services offered by BART and SamTrans. These facilities are readily available to project residents and are within walking distance. The number of transit riders associated with an age restricted apartment project would likely be similar to those associated with conventional apartments. However, fewer residents of an age restricted project would likely be employed than would residents of a conventional apartment project, and therefore project residents would be making fewer peak period commute trips than would residents of conventional housing. As a result, proposed project transit usage is likely to be spread throughout the day. Because existing transit facilities are readily available, the proposed project's impact on transit is expected to be less than significant.

3.15.7 Project Specific Mitigation Measures

Mitigation Measure TRANS-1:

Fair Share Fees for Intersection Improvements

Prior to the issuance of building permits, the project applicant shall pay fair share fees for the implementation of improvements at the Hillside Boulevard / Brunswick Street intersection. The project adds 32 trips to the intersection during the A.M. peak hour. The total volume through the intersection under Cumulative Plus Project condition is 1,553 trips during that time period. Thus, the proposed project's fair share is 2.1% of the improvement cost.

Mitigation Measure TRANS-1 Implementation:

- **Timing:** Prior to the issuance of building permits, the project applicant shall pay fair share fees for the implementation of improvements.

- **Monitoring and Reporting Program:** The Daly City Engineering Division shall approve the needed improvements and document in writing receipt of the applicants fair share fees for contribution to improvements at Hillside Boulevard / Brunswick Street intersection.

- **Standards for Success:** Payment of fair share fees prior to building occupancy.

3.15.8 Findings

All additional significant environmental impacts of the proposed project relating to transportation resources would be mitigated to a less than significant level with the implementation of proposed project Mitigation Measure TRANS-1.

3.16 UTILITIES AND SERVICE SYSTEMS

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the proposed project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider that serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

3.16.1 Environmental Setting

The proposed project includes one five-story, 206 studio unit senior apartment complex with ground floor commercial/residential space above a two-level podium parking garage and approximately 9,170 sf of office/commercial space on a 1.15 acre parcel. The following paragraphs describe the City's current utility and service system facilities and their capabilities.

Wastewater Treatment

Wastewater collection and treatment for the City of Daly City is managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City of Daly City. Wastewater produced within the District is treated at the NSMCSD WWTP, which is located at the corner of John Daly Boulevard and Lake Merced Boulevard.

The WWTP has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of 8.0 mgd (averaged over 3 consecutive dry months) and, as of 2009, WWTP did not anticipate a need to increase the permitted flow rate within the next 5 years. Dry weather flow to the WWTP averaged 6.3 mgd in 2009 (Daly City General Plan 2013).

Stormwater Management

Municipalities are required to proactively control and regulate pollution from their municipal storm sewer systems in order to mitigate the potential detrimental impacts of urban runoff.

Storm water management in the City of Daly City is subject to the Municipal Regional Stormwater NPDES Permit for the San Francisco Bay Region, adopted in 2009. The Daly City Municipal Code contains regulations related to stormwater management in Title 14 of the Municipal Code. In addition, the State of California's Porter-Cologne Water Quality Control Act of 1969 and other State legislation require municipalities to protect water quality.

The intent of these various laws and permits is to mitigate potentially detrimental effects of urban runoff through proper site design and source control early in the development review process, and to provide guidance in the selection of appropriate BMPs. BMPs are defined as methods, activities, maintenance procedures, or other management practices for reducing the amount of pollution entering a water body.

Water Supply

The project site is served by the City's DWWR. A large portion of the City's water supply is received from the SFPUC, which provides water primarily from Hetch Hetchy Reservoir. Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is always provided to the City whenever feasible.

The Urban Water Management Plan (UWMP) for the City of Daly City addresses the water system operated by the DWWR and describes the water supply sources, magnitudes of historical and projected water use, and a comparison of water supply to demands during normal, single-dry, and multiple-dry years. The UWMP, prepared in accordance with the Urban Water Management Planning Act (AB797 as amended), is required for every urban water supplier that provides water for municipal purposes to

more than 3,000 connections or supplying more than 3,000 AFY of water to adopt and submit UWMPs every five years to the DWR.

The City presently has a contracted water supply of 4,808 AFY from the SFPUC, with additional supply from local groundwater wells, which brings total potable supply to approximately 8,157 AFY in 2015. According to the Water Supply Assessment, Serramonte Shopping Center Expansion Project, potable surplus for the City (supply minus demand) increases from 971 AFY in 2015 to 1,502 AFY in 2035 (Brown and Caldwell 2014).

Solid Waste

Solid waste services within the City are provided by Allied Waste Services. Waste collected from homes and businesses within the City is processed at the Mussel Rock Transfer Station. Material that cannot be recycled or composted is transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. The current permitted disposal acreage is 191 acres, with a closure date of the facility scheduled for 2023, with a longer period of operation allowed; pending renewal of the landfill's permit (CalRecycle, 2014). The landfill is expected to reach capacity in 2028. However, capacity is subject to change based on factors such as amount of waste landfilled, compaction rates, waste settlement, and cover soil use. The City has significantly reduced its waste stream in the last several years, with a combined yearly percent change of -26% between 2006 and 2010 (CalRecycle 2012).

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

Chapter 3.13 of the Daly City General Plan EIR evaluated the potential impacts of future development under the Daly City General Plan on utilities and service systems. The Daly City general Plan EIR identified potentially significant impacts on utilities and service systems. However, existing local laws, as well as policies contained in the proposed Daly City General plan, would reduce potential impacts on utilities and service systems to less than significant levels.

Policies

Policy RME-1: Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.

Policy RME-2: Require drought-resistant landscaping and water conserving irrigation methods in new developments, and encourage the replacement of existing water-intensive landscaping.

Policy RME-3: Continue to use recycled wastewater for irrigating and explore opportunities to expand capacity to accommodate its use in development projects, landscaped medians, golf courses, cemeteries, parks, and school playgrounds.

Policy RME-4: For development projects that will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the proposed project to demonstrate water availability to adequately serve the project.

Policy RME-8: Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the proposed project in way that is both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.

Policy RME-9: Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit (i.e., reduction of VMT on local and regional roadways to the extent permitted under the Municipal Regional Stormwater Permit).

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.

3.16.3 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.

3.16.4 Summary of Analysis Under the Plan Bay Area EIR

Chapter 2.12 of the Plan Bay Area EIR evaluated potential impacts to water resources, utilities, and service systems that may result from implementation of the proposed Plan Bay Area. Where necessary and feasible, mitigation measures are identified to reduce these impacts.

a. Exceed Wastewater Treatment Requirements of the RWQCB

The Plan Bay Area EIR analyzed the potential impact related to exceedance of wastewater treatment requirements of the RWQCB (Impact 2.12-5), and determined the impact would be less than significant.

b. Construction of New or Expanded Water and Wastewater Treatment Facilities

The Plan Bay Area EIR analyzed the potential impact related to construction of new or expanded water and wastewater treatment facilities, which could cause significant environmental impacts (Impact 2.12-4), and determined with the implementation of Plan Bay Area Mitigation Measure 2.12(h), the impact would be less than significant with

mitigation; however, MTC/ABAG cannot ensure that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable.

c. Construction of New or Expanded Stormwater Drainage Facilities

The Plan Bay Area EIR analyzed the potential impact related to construction of new or expanded stormwater drainage facilities, which could cause significant environmental impacts (Impact 2.12-3), and determined with the implementation of Plan Bay Area Mitigation Measures 2.12(e), 2.12(f), and 2.12(g), the impact would be less than significant with mitigation; however, MTC/ABAG cannot ensure that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable.

d. Water Supply Entitlements and Resources

The Plan Bay Area EIR analyzed the potential impact related to insufficient water supplies from existing entitlements and resources to serve expected development (Impact 2.12-1), and determined with the implementation of Plan Bay Area Mitigation Measures 2.12(a), 2.12(b), and 2.12 (c), the impact would be less than significant with mitigation; however, MTC/ABAG cannot ensure that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable.

e. Wastewater Treatment Capacity

The Plan Bay Area EIR analyzed the potential impact related to inadequate wastewater treatment capacity to serve new development (Impact 2.12-2), and determined with the implementation of Plan Bay Area Mitigation Measure 2.12(d), the impact would be less than significant with mitigation; however, MTC/ABAG cannot ensure that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable.

f and g. Insufficient Landfill Capacity

The Plan Bay Area EIR analyzed the potential impact related to insufficient landfill capacity to serve new development while complying with applicable regulations (Impact 2.12-6), and determined with the implementation of Plan Bay Area Mitigation Measures 2.12(i) and 2.12(j), the impact would be less than significant with mitigation; however, MTC/ABAG cannot ensure that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable. In addition, while individual land development and transportation projects can mitigate their impacts on landfill capacity, the combined and cumulative impacts of the proposed Plan Bay Area will still be significant and unavoidable given the expected closure of most of the landfills in the Bay Area during the project horizon. While there are potential mitigations to this impact, such actions will require regional cooperation by multiple agencies unrelated to MTC and ABAG.

3.16.5 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 2.12(h) would reduce the proposed project's impacts to utilities and services to a less than significant level with mitigation.

*"**2.12(h)** 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. For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could be able to handle the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*

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)."

3.16.6 Project Specific Impact Discussion

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less Than Significant Impact. The proposed project is consistent with the Daly City General Plan EIR and Plan Bay Area EIR. Both documents examined potential impacts to wastewater treatment facilities and potential exceedances of the RWQCB requirements at full buildout of the City of Daly City and municipalities within the Plan Bay Area. Wastewater generated by the proposed project would be treated by the City of Daly City WWTP, which operates according to regulations administered by the RWQCB and Clean Water Act of 1972. The WWTP currently operates below the permitted flow rate of 8 mgd and the proposed project would not drastically increase current operating conditions; thus, proposed project impacts would be less than significant.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant With Mitigation. The proposed project would be served by the WWTP, operated by the NSMCSD. The WWTP has an average dry weather flow design capacity of 10.3 mgd; however, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of 8.0 mgd (averaged over 3 consecutive dry months). As of 2009, WWTP did not anticipate a need to increase the permitted flow rate through 2014. Dry weather flow to the WWTP averaged 6.3 mgd in 2009 (Daly City General Plan 2013).

Table 3.16-1 provides estimated wastewater generation for the proposed project. Based on available wastewater generation factors, the proposed project would generate a combined (for both residential and commercial uses) 69,409 gallons per day of wastewater, or, approximately 5.8% of the 10.3 mgd dry weather flow design capacity. Actual generation rates would likely be lower due to water conservation measures such as the 2010 California Green Building Standards Code, Title 24 of the CCR, compliance

with policies set forth under the Daly City General Plan EIR, and the Plan Bay Area EIR Mitigation Measure 2.12(h).

Table 3.16-1: Projected Wastewater Generation

Project Component	Residents / Commercial	Gallons per Capita per Day	Rate per Day/ Gal
Residential Units	206	105*	21,630
Commercial	9,170	100**	917
Total Infiltration			1,768
		Totals:	69,409 gpd
Avg. Flow per Multi-Family Residential Dwelling Unit per Day* Avg. Daily Flow per 1000 sf** Per City Standards: QD = QP + I Where : QD = Design Flow (gallons per day) QP = Peak Flow = 3 x Avg. Flow per day 68,220 gal I = Infiltration 1,768 gal Source: Bellecci & Associates, 2015			

As discussed in Section 2.0, Project Description, the proposed project includes the replacement of a 320 foot section of wastewater pipe to accommodate the proposed project projected flows. Therefore, impacts are anticipated to be less than significant.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact. The project site design includes landscaped areas and permeable pavers that would retain and treat their own runoff. As described in the Stormwater Control Plan (Appendix E) for the proposed project, flow-through planters would be used to treat and discharge the runoff from the impervious areas. Treated runoff would be directly discharged from the BMPs to the existing 8-inch storm drain line on Brunswick Street. No runoff would be directly discharged to the drainage systems outside of the project area. In addition, the project site is underlain by highly permeable silty sands and sandy silts, which would naturally control the flow of runoff. Due to the stormwater treatment and retention measures incorporated into project design, in combination with the highly permeable site soils, the proposed project would not require the construction of new stormwater drainage facilities. Therefore, impacts would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than Significant Impact. Utilizing water consumption data from the California Water Resources Control Board CWRCB, the City of Daly City's water consumption is 39 gallons per capita per day. As presented in Table 3.16-2, potential water consumption for the residential portion of the project site housing, 412 residents (assuming two residents per

206 units), therefore, 16,068 gallons per day. Water consumption for the office/commercial portion of the proposed project was calculated using data from the USGBC and the EPA Energy Star Portfolio Manager. The USGBC determines that an average of 304 sf /employee is needed for general office space. The proposed project consists of 9,170 sf of office/commercial space, which would hold approximately 30 employees. The EPA estimates employee water consumption at 13 gallons/worker/day. Using these estimates, it is proposed that the office/commercial portion of the proposed project would consume 390 gallons of water/day. Total project consumption would therefore be 16,543 gallons/day, equivalent to 18.53 AFY.

Table 3.16-2: Estimated Project Water Consumption

Project Component	Gallons per Day	Gallons per Year	AFY
Residential	16,068	5,864,820	18.00
Commercial	390	142,350	0.44
Totals:	16,458	6,007,170	18.44

Notes: 1 acre foot = 325,851.43 gallons

Commercial and residential water use assumes 365 days per year. Actual commercial consumption would probably be less.

Source: USGBC, 2014

The City presently has a contracted water supply of 4,808 AFY from the SFPUC, with additional supply from local groundwater wells, which brought total potable supply to approximately 8,157 AFY in 2015. Proposed project water consumption would represent 0.23% of the City's potable water supply. According to the Water Supply Assessment, Serramonte Shopping Center Expansion Project, potable surplus for the City (supply minus demand) increases from 971 AFY in 2015 to 1,502 AFY in 2035 (Brown and Caldwell, 2014). Therefore, the incremental water consumption by the proposed project would be sufficient and not require new or expanded entitlements; therefore, proposed project impacts would be less than significant.

e) Result in a determination by the wastewater treatment provider that serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. The City has the current ability and permits to produce a maximum of 3,100 AFY of tertiary treated recycled water. Currently the City distributes less recycled water than its capacity, producing approximately 547 AF of tertiary treated recycled water in 2010 (UWMP 2010).

Furthermore, the proposed project would generate 69,409 gallons per day of wastewater and accommodate 5.8 % of the existing 6 inch pipe capacity. As such, the proposed project would be required to replace a 320 foot section of the 6 inch wastewater line with an 8 inch line. This would be accomplished using a pipe bursting method. The proposed project would continue to be provided with wastewater collection and treatment services from the NSMCSD collection system and the NSMCSD treatment plant. Future wastewater demands from the proposed project would not exceed the design or permitted capacity of the wastewater treatment plant serving the proposed project. Additionally, the City of Daly City has plans to expand the existing wastewater treatment, transmission, and distribution system. As a result from the plans to expand portions of the existing treatment facility system, adjacent to the project site,

and adequate capacity available to treat wastewater generated by the proposed project, a less than significant impact would occur.

f) Be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs?

Less than Significant Impact. Solid waste from the project site would be transferred to the Ox Mountain Landfill in Half Moon Bay. As described above, the Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day. Remaining capacity is 27 million cubic yards. The proposed project would have 206 residential units. Using the waste generation factor for residential use of 12.23 lbs/unit (Calrecycle, 2015), the residential component of the proposed project would be expected to generate a total of 460 tons of waste disposal per year, or 1.26 tons of waste per day. In addition to the residential component, the commercial component would employ an estimated 37 employees. Using the waste disposal generation estimate for commercial uses of 10.53 pounds per employee per day, the commercial component would generate 71 tons per year, or 0.19 tons per day, as shown in Table 3.16-3.

Table 3.16-3: Estimated Project Solid Waste Generation

Project Component	Quantity	Generation Rate (lbs/day)*	Pounds per Day	Tons per Day	Tons per Year
Residential Units	206	12.23	2,519.38	1.26	460
Commercial Employees	30	10.53	315.90	0.16	58.4
Totals:			**2,835.28**	**1.42**	**518.4**
Source: CalRecycle, 2015					

Total waste generated for residential and commercial uses, based on the CalRecycle usage factors, is anticipated to be 518.4 tons per year, or, 1.42 tons per day. Based on the Ox Mountain permitted intake of 3,598 tons per day, project-generated waste would represent approximately 0.04% of daily capacity. The actual percentage would probably be less as all employees would not likely work 365 days per year. The proposed project contribution to solid waste facilities would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. As the City continues to promote additional diversion, there is expected to be no adverse impact on meeting waste diversion goals as a result of implementation of the proposed project. Additional waste generated by the proposed project would likely be further offset by increased diversion, though even at existing rates it is expected that there is sufficient landfill capacity to meet demand.

As noted above, in accordance with State mandates, cities and counties must reduce per capita waste disposal through source reduction, recycling, and composting activities. The City of Daly City missed its target in 2010, but reduced overall yearly waste by 26% between 2006 and 2010. Therefore, impacts are anticipated to be less than significant.

3.16.7 Project Specific Mitigation Measures

None required.

3.16.8 Findings

All additional significant environmental impacts of the proposed project relating to public services and utilities would be mitigated to a less that significant level with the implementation of the Plan Bay Area EIR Mitigation Measure 2.12(h).

3.17 MANDATORY FINDINGS OF SIGNIFICANCE

	Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b)	Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	☒	☐
c)	Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.17.1 Project Specific Impact Discussion

a) Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. As described in Section 3.4, Biological Resources, and Section 3.5, Cultural Resources, of this SCEA, the proposed project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number

or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory with the implementation of the included mitigation measures. Therefore, the impact would be less than significant.

b) Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?

Less Than Significant Impact. The proposed project was anticipated by and would be consistent with the Daly City General Plan EIR and Daly City General Plan , Plan Bay Area EIR and Plan Bay Area As such, buildout of the proposed project was anticipated and has been analyzed. As presented throughout this SCEA, all potential impacts associated with the proposed project would be reduced to less than significant levels with implementation of the identified mitigation measures. Thus, the proposed project would not be expected to result in a considerable cumulative contribution to impacts on the environment. As such, the proposed project would also result in a less than significant cumulative impact.

c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant Impact. The only potentially significant impacts associated with the proposed project's effects on human beings are related to air quality, noise, and transportation. However, as discussed in Section 3.3, Air Quality and Greenhouse Gases; Section 3.11, Noise; and Section 3.15- Transportation and Traffic of this SCEA, with implementation of the identified mitigation measures, all project specific impacts would be reduced to less than significant levels. Therefore, impacts of the proposed project associated with effects on human beings would be less than significant.

3.17.2 Project Specific Mitigation Measures

All project specific mitigation measures are identified in Section 4.0, Summary of Mitigation Measures.

3.17.3 Findings

All additional significant environmental impacts of the proposed project would be mitigated to a less than significant level with the implementation of the mitigation measures identified within this SCEA.

4.0 SUMMARY OF MITIGATION MEASURES

All additional significant environmental impacts of the proposed project relating to environmental issues identified in the CEQA Appendix G Environmental Check would be mitigated to a less that significant level with implementation of the following Plan Bay Area EIR mitigation measures and proposed project mitigation measures; mitigation; 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 Mitigation Monitoring and Reporting Program for the proposed project would be implemented.

3.1 Aesthetics

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

"***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).

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.

3.2 AGRICULTURAL RESOURCES

No mitigation measures are required.

3.3 AIR QUALITY

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

"***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)."

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.

3.4 BIOLOGICAL RESOURCES

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

"***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)."

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.

3.5 CULTURAL RESOURCES

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

"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)."

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).

3.6 GEOLOGY AND SOILS

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

"**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)."

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. 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.

3.7 HAZARDS AND HAZARDOUS MATERIALS

No mitigation measures are required.

3.8 HYDROLOGY AND WATER QUALITY

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

*"**2.8(a)** To reduce the impact associated with potential water quality standards violations or waste or stormwater discharge requirement violations, implementing agencies shall require project sponsors to comply with the State, and federal water quality regulations for all projects that would alter existing drainage patterns in accordance with the relevant regulatory criteria including but not limited to the National Pollution Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures shall be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans shall be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local drainage control requirements that exceed or reasonably replace any of these measures to project receiving waters from pollutants.*

Implementing agencies shall require project sponsors to commit to best management practices (BMPs) that would minimize or eliminate existing sources of polluted runoff during both construction and operational phases of the project. Implementing agencies shall require projects to comply with design guidelines established in the Bay Area Stormwater Management Agencies Association's Using Start at the Source to Comply with Design Development Standards and the California Stormwater Quality Association's California Stormwater Best Management Practice Handbook for New Development and Redevelopment to minimize both increases in the volume and rate of stormwater runoff, and the amount of pollutants entering the storm drain system. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to water quality or stormwater management.

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:

Construction

- *Limiting excavation and grading activities to the dry season (April 15 to October 15) to the extent possible in order to reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas.*

- *Regulating stormwater runoff from the construction area through a stormwater management/erosion control plan that may include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters if excavation occurs during the rainy season. This control plan should include requirements to cover stockpiles of loose material, divert runoff away from exposed soil material, locate and operate sediment basin/traps to minimize the amount of offsite sediment transport, and removing any trapped sediment from the*

basin/ trap for placement at a suitable location on-site, away from concentrated flows, or removal to an approved disposal site.

- *Providing temporary erosion control measures until perennial revegetation or landscaping is established and can minimize discharge of sediment into receiving waterways.*

- *Providing erosion protection on all exposed soils either by revegetation or placement of impervious surfaces after completion of grading. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15).*

- *Using permanent revegetation/landscaping, emphasizing drought-tolerant perennial ground coverings, shrubs, and trees.*

- *Ensuring BMPs are in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary.*

- *Storing hazardous materials such as fuels and solvents used on the construction sites in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals should be designated as responsible for prevention and cleanup activities.*

Operation

- *Designing drainage of roadway and parking lot runoff, wherever possible to run through grass median strips which are contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before runoff reaches culverts, or into detention basins. Facilities such as oil and sediment separators or absorbent filter systems should be designed and installed within the storm drainage system to provide filtration of stormwater prior to discharge and reduce water quality impacts whenever feasible.*

- *Implementing an erosion control and revegetation program designed to allow re-establishment of native vegetation on slopes in undeveloped areas as part of the long-term sediment control plan.*

- *Using Integrated Pest Management techniques (methods that minimize the use of potentially hazardous chemicals for landscape pest control) in landscaped areas. The handling, storage, and application of potentially hazardous chemicals shall take place in accordance with all applicable laws and regulations.*

Significance After Mitigation

As required by Provision C.3, new development in the region that would introduce 10,000 or more square feet of new impervious surfaces must incorporate LID strategies—such as stormwater reuse, onsite infiltration, and evapotranspiration—as initial stormwater management strategies. Secondary methods that could be incorporated include the use of natural, landscape based stormwater treatment measures, as identified by Provision C.3. Stormwater treatment measures may also be required in the final design plans in accordance with local stormwater

management plans. The treatment measures may vary from "local" improvements at individual building sites to "area wide" concepts such as stormwater treatment wetlands with large open space areas. Treatment control measures may include use of vegetated swales and buffers, grass median strips, detention basins, wet ponds, or constructed wetlands, infiltration basins, and other measures. Filtration systems may be either mechanical (e.g., oil/water separators) or natural (e.g., bioswales and settlement ponds).

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 2.8(a), the impact is found to be less than significant with mitigation (LS-M)."

Project Specific Mitigation Measures

No mitigation measures are required.

3.9 LAND USE AND PLANNING

No mitigation measures are required.

3.10 ENERGY AND MINERAL RESOURCES

No mitigation measures are required.

3.11 NOISE

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

"**2.6(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 the following. Implementing agencies shall require one or more of the following set of noise attenuation measures under the supervision of a qualified acoustical consultant:*

- *Restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend);*
- *Properly maintaining construction equipment and outfitting construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps);*
- *Prohibiting idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*

- *Locating stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible;*
- *Erecting temporary plywood noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;*
- *Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;*
- *Using noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and*
- *Using cushion blocks to dampen impact noise from pile driving.*

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)."

Project Specific Mitigation Measures

No mitigation measures are required.

3.12 POPULATION AND HOUSING

No mitigation measures are required.

3.13 PUBLIC SERVICES

No mitigation measures are required.

3.14 RECREATION

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

"***2.14(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:*

- *Ensuring that adequate parks and recreational facilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development.*

- *Complying with existing local regulations and policies that exceed or reasonably replace measures that reduce impacts on recreational facilities.*

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

Project Specific Mitigation Measures

No mitigation measures are required.

3.15 TRANSPORTATION AND TRAFFIC

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

No mitigation measures are required.

Project Specific Mitigation Measures

Mitigation Measure TRANS-1:

Fair Share Fees for Intersection Improvements

Prior to the issuance of building permits the project applicant shall pay fair share fees for the implementation of improvements at the Hillside Boulevard / Brunswick Street intersection. The project adds 32 trips to the intersection during the A.M. peak hour. The total volume through the intersection under Cumulative Plus Project condition is 1,553 trips during that time period. Thus, the proposed project's fair share is 2.1% of the improvement cost.

Mitigation Measure TRANS-1 Implementation:

- **Timing:** Prior to the issuance of building permits the project applicant shall pay fair share fees for the implementation of improvements.

- **Monitoring and Reporting Program:** The Daly City Engineering Division shall approve the needed improvements and document in writing receipt of the applicants fair

share fees for contribution to improvements at Hillside Boulevard / Brunswick Street intersection.

- **Standards for Success:** Payment of fair share fees prior to building occupancy.

3.16 UTILITIES AND SERVICE SYSTEMS

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

"2.12(h) *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. For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could be able to handle the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*

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)."

Project Specific Mitigation Measures

No mitigation measures are required.

5.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

☒ I find that the proposed project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project.

_____	_____
Signature	Date
_____	_____
Tendai Mtunga	City of Daly City
Printed Name	For

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6.0 REFERENCES

Multi-Section

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Brunswick Street Apartment Project
Sustainable Communities Environmental Assessment

UPR-1-15-10267

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August 28, 2015

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Appendices

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Abbreviations and Acronyms

AB	Assembly Bill
AFY	acre-feet per year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
AMI	area median income
ANSI	American National Standards Institute
APN	assessor parcel number
AQP	air quality plan
ASCE	Associated Society of Civil Engineers
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BAU	Business-As-Usual
bgs	below ground surface
BMP	best management practice
C-2	Heavy Commercial
CAAQS	California Ambient Air Quality Standards
Cal/EPA	California Environmental Protection Agency
Cal/OES	California Office of Emergency Services
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Department of Mines and Geology
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CGS	California Geological Survey
CH4	Methane
CHRIS	California Historical Resources Information System
C-MU	Commercial Mixed-Use
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
CO2	Carbon Dioxide
DCPD	City of Daly City Police Department
DPH	Department of Public Health
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
du	dwelling units
du/ac	dwelling units per acre

DWR	California Department of Water Resources
DWWR	Department of Water and Wastewater Resources
ECR	El Camino Real
EIR	environmental impact report
EMS	emergency medical services
EPA	Environmental Protection Agency
FAR	floor area ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
ft^3	cubic feet
GCP	General Construction Permit
GHG	greenhouse gas
GSA	Groundwater Sustainability Agency
GWP	global warming potential
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
in/sec	inch/second
ISO	Insurance Services Offices
ITE	Institute of Transportation Engineers
KOP	key observation point
kWh	kilowatt-hours
lb/day	pounds per day
LCFS	Low Carbon Fuel Standard
LHMP	Local Hazard Mitigation Plan
LOS	Level of Service
LS	less than significant
LS-M	less than significant with mitigation
MCL	Maximum contaminant levels
mg/m^3	milligrams per cubic meter
mgd	millions of gallons per day
MLD	Most Likely Descendant
mph	miles per hour
MRP	Municipal Regional Stormwater Permit
MRZ	Mineral Resource Zone
msl	mean sea level
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
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Railway
N2O	Nitrous Oxide
NCCP	Natural Community Conservation Plan
NESC	National Electric Safety Code
NOA	Naturally-occurring asbestos

NOx	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NSFHA	Non-Special Flood Hazard Area
NSFHA	Non-Special Flood Hazard Area
NSMCSD	North San Mateo County Sanitation District
NWIC	Northwest Information Center
O3	Ozone
Pb	Lead
PFC	perfluorinated chemical
PG&E	Pacific Gas and Electric Company
PM	Particulate matter
ppb	part per billion
ppm	part per million
PPV	peak particle velocity
PRA	PRA Group Consulting Engineers
PRC	Public Resources Code
RCNM	Roadway Construction Noise Model
RHNA	Regional Housing Need Allocation
ROG	reactive organic gases
ROW	right-of-way
RPS	Renewable Portfolio Standard
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SB	Senate Bill
SCEA	Sustainable Communities Environmental Assessment
sf	square feet
SF6	Sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFMTA	San Francisco Municipal Transportation Agency
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SIP	State Implementation Plan
SO2	Sulfur dioxide
SU	significant and unavoidable
SWAT	Special Weapons and Tactics
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TDS	total dissolved solids
TMDL	Total Maximum Daily Load
TPP	Transportation Priority Project
tpy	trips per year
TRU	Transportation Refrigeration Units
UBC	Universal Building Code
µg/m^3	micrograms per cubic meter
USFWS	United States Fish and Wildlife Service

USGBC	United States Green Building Council
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VDECS	Verified Diesel Emissions Control Strategy
VMT	vehicle miles traveled
WWTP	Wastewater Treatment Plant

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code.

PROJECT TITLE: Brunswick Street Apartment Project

PROJECT DESCRIPTION: The proposed project is a mixed-use project consisting of both residential and office/commercial uses. The project site totals approximately 1.15 acres. The land use designation is C-MU, which allows for both residential and commercial development. The proposed project's residential component is made up of 100% affordable senior studio apartment housing with supporting office/commercial space on street level; both which are consistent with the Daly City General Plan and City Zoning Ordinance.

The proposed project allows for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of Daly City, which are well-served by public transportation. The project site plan is presented in Figures 2.0-3 through 2.0 5. The proposed project also anticipates a number of efficiency standards, which would allow the proposed project to be at least 15% more efficient than Title 24 standards.

PROJECT LOCATION: The Brunswick Street Apartment Project-UPR-1-15-10267 (proposed project) is located in Daly City, San Mateo County, California (Figure 2.0-1). The project site is located east of the Mission Street / John Daly Boulevard intersection , at 4619 Brunswick Street, on the undeveloped parcel identified as assessor parcel number (APN) 003-210-260 (Figure 2.0-2). The parcel, which is zoned as Heavy Commercial (C-2), consists of 1.15 acres within the Hillside Planning Area.

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REQUIRED FINDINGS: The City of Daly City has determined that a) all potentially significant or significant effects required to be identified in the SCEA have been identified and analyzed; and b) with respect to each significant effect on the environment either of the following apply: 1) changes or alterations have been required in or incorporated into the proposed project that avoid or mitigate the significant effects to a level of insignificance; or 2) those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by

that other agency. The attached Environmental Checklist SCEA has been prepared by the City of Daly City in support of this SCEA. Further information including the proposed project file and supporting reports and studies may be reviewed at the Economic and Community Development Department, 333 90th Street, Daly City, California, 94015.

MITIGATION MEASURES: Pursuant to Section 21155.2 of the PRC, this SCEA: 1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (EIRs), including the Plan Bay Area EIR, and adopted in findings made pursuant to Section 21081; and 2) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project require to be identified in this SCEA.

Tendai Mtunga
Associate Planner
City of Daly City, California

By: _____ Date: _____

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this proposed project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ **Aesthetics**	☐ **Hazards and Hazardous Materials**	☐ **Public Services**
☐ **Agricultural and Forestry Resources**	☐ **Hydrology and Water Quality**	☐ **Recreation**
☐ **Air Quality and Greenhouse Gases**	☐ **Land Use and Planning**	☐ **Transportation and Traffic**
☐ **Biological Resources**	☐ **Energy and Mineral Resources**	☐ **Utilities and Services**
☐ **Cultural Resources**	☐ **Noise**	☐ **Mandatory Findings of Significance**
☐ **Geology and Soils**	☐ **Population and Housing**	☒ **None**

EVALUATION OF ENVIRONMENTAL IMPACTS

Section 3.0, Environmental Checklist and Environmental Evaluation, presents the environmental checklist form presented in Appendix G of the California Environmental Quality Act (CEQA) Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared. A Sustainable Communities Environmental Assessment (SCEA) cannot be used in the case of a project for which this conclusion is reached in any impact category.

Less Than Significant with Mitigation Incorporated: This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the Plan Bay Area EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact" and pursuant to Section 21155.2 of the Public Resources Code (PRC), those measures are incorporated into the SCEA.

This designation also applies where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the Plan Bay Area EIR has

reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".

Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

No Impact: The project would not have any impact.

Brunswick Street Apartment Project

Mitigation Monitoring and Reporting Program

UPR-1-15-10267□

Lead Agency:
City of Daly City
Economic and Community Development
333 90th Street
Daly City, CA 94015

Technical Assistance:
Stantec Consulting Services Inc.
1340 Treat Boulevard
Suite 300
Walnut Creek, California 94597

October 8, 2015

Mitigation Monitoring and Reporting Program

1.1 Introduction

The following Mitigation Monitoring and Reporting Program (MMRP) has been prepared in compliance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines to provide for the monitoring of mitigation measures required of the Brunswick Street Apartment Project (proposed project) as set forth in the Sustainable Communities Environmental Assessment (SCEA) prepared for the proposed project. Section 21081.6 of the California Public Resources Code and Section 15091(d) and 15097 of the State CEQA Guidelines require public agencies "to adopt a reporting or monitoring program for changes to the project which it has adopted or made conditions of project approval in order to mitigate or avoid significant effects on the environment." A MMRP is required for the proposed project because the SCEA for the proposed project identified potentially significant adverse impacts related to construction and operation of the proposed project, and mitigation measures have been identified to reduce most of those impacts to a less-than-significant-level. This MMRP will be adopted by the City of Daly City when it approves the proposed project and will be kept on file at the City of Daly City Economic and Community Development Department, 333 90th Street, Daly City, California, 94015.

1.2 Overview of the MMRP

This MMRP is to be used by the City of Daly City to ensure that adopted mitigation measures identified in the SCEA are implemented and that implementation is documented. The MMRP is presented in tabular format. The table columns contain the following information:

Mitigation Measure: Provides the text of the Plan Bay Area EIR and project specific mitigation measures (by issue area), as provided in the SCEA. Each of these mitigation measures have been adopted and incorporated into the proposed project.

Implementation Schedule: Lists the time frame in which the mitigation is expected to take place.

Implementation Responsibility: Identifies the entity responsible for complying with the requirements and conditions of the mitigation measure.

Completion of Implementation: The City of Daly City is responsible for reporting on implementation of the Plan Bay Area EIR and project specific mitigation measures.

The "Action" column is to be used to describe the action(s) taken to complete implementation. The "Date Completed" column is to be used to indicate when implementation of the mitigation measure has been completed. The City of Daly City, at its discretion, may delegate implementation responsibility or portions thereof to qualified consultants or contractors. However, the City of Daly City still maintains overall responsibility for implementation of mitigation adopted or incorporated into the proposed project.

1.3 Project Monitoring and Reporting Program

The table below provides a compilation of the mitigation measures identified in the SCEA for the proposed project. The purpose of the table is to provide the City of Daly City, its environmental monitors, and other regulatory agencies with a single, comprehensive list of mitigation measures and their associated effectiveness criteria, timing, and enforcing agencies or departments.

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
							Action	Date Completed Signature
AESTHETICS								
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	"**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.	Plan Bay Area EIR.	The applicant would prepare and submit a Site Plan to meet the design requirements of the Plan Bay Area EIR and Daly City General Plan. Additionally, all construction equipment would remain in designated staging areas.	The proposed project would comply with the required design elements outlined in the Plan Bay Area EIR mitigation measure 2.10(a) and The City's General Plan regulations and policies. The project site would be fenced and screened to limit views of stored construction equipment onsite.	The applicant.	The Site Plan would be submitted prior to the issuance of building permits.		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	**"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	Plan Bay Area EIR.	The applicant would be required to participate in Daly City's Design Review Process to ensure the proposed project is designed to the appropriate scale, massing, and design that is sensitive to the surrounding area. Additionally, a Grading Plan would be review by the City Design Review Department.	The proposed project would undergo design review by the City Design Review Department to ensure the proposed project complies with the City Code and surrounding area.	The applicant.	The Site Plan and Grading Plan would be submitted prior to the issuance of building permits.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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."							
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	**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.	Project Specific.	The City planning staff would perform as needed inspections and photo document visual conditions of the site.	All construction equipment, vehicles, and materials would be stored in designated staging areas on the project site. The project site would be fenced and screened to limit views of stored construction items from adjacent land uses and roadways.	The applicant.	All construction equipment, vehicles, and materials would be stored in designated staging areas throughout the construction phase.		
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	**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.	Project Specific.	The City planning staff would perform as needed inspections and photo document visual conditions of the site.	All demolition and construction debris would be removed from the project site weekly to limit visual impacts on adjacent land uses and roadways.	The applicant.	All demolition and construction debris would be removed from the project site weekly throughout construction phase.		
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	**"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:	Plan Bay Area EIR.	The applicant would prepare and submit a Lighting Plan to the City of Daly City which would meet the requirements outlined in the Plan Bay	The proposed project would reduce light and glare spill over from the project site by shielding light sources to direct light away from	The applicant.	The applicant would submit a Lighting Plan prior to the issuance of building permits.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	• 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.		Area EIR and City General Plan. The proposed project would be required to comply with the design review process outlined in the City Code. Therefore, the applicant would need to submit the Lighting Plan to the City's Design Review Board for approval.	adjacent uses. The proposed project would provide outdoor lighting for security needs. The proposed project would comply with existing policies and regulations outlined in the City's General Plan and Plan Bay Area EIR. The Lighting Plan would be reviewed and ultimately approved by the City's Design Review Board, to ensure the proposed project complies with the City Code.				
AIR QUALITY								
a) Conflict with or obstruct implementation of the applicable air quality plan?	"**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-	Plan Bay Area EIR.	The applicant/ general contractor would adopt and implement BMPs developed by the BAAQMD to reduce generated emissions during construction activities.	The proposed project would implement BMPs to ensure emissions generated during construction activities would not exceed local rules and regulations. The proposed project would comply with the BAAQMD's thresholds of significance. The applicant/ general contractor would	The applicant/ general contractor.	BMPs would be implemented throughout the construction phase. The list of all off-road equipment anticipated to be utilized during construction activities would be submitted to the BAAQMD prior to initiating construction activities.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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			submit a list of all off-road equipment greater than 25 hp that would be operating for more than 20 hours over the entire duration of the construction activities at the site to the BAAQMD for review.				

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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.							

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
a) Conflict with or obstruct implementation of the applicable air quality plan?	**"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	Plan Bay Area EIR.	The applicant/ project general contractor would develop and implement BMPs to reduce generated emissions during construction activities.	The proposed project would implement BMPs to ensure emissions generated during construction activities would not exceed local rules and regulations. The proposed project would comply with BAAQMD's thresholds of significance. The applicant would submit building plans, landscaping plans, and traffic control plans, as required by the Site Plan review process, to the City's Design Review Board. The traffic control plan would establish a truck route program in order to direct traffic activity effectively during construction activities.	The applicant/ general contractor.	BMPs would be implemented throughout the construction phase. Building plans, landscape plans, and traffic control plan (as part of the Site Plan) would be submitted to the City's Design Review Board prior to the issuance of building permits. The traffic control plan would be implemented throughout construction.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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.							
b) Violate any air quality standard or contribute to an existing or projected air quality violation?	**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.	Project Specific.	The selected contractor would prepare and implement a Dust and Equipment Exhaust Control Plan to ensure that emissions generated during construction activities would not exceed local rules and regulations. City planning staff would perform random inspections of the project site conditions and document inspections. Construction equipment would be inspected by a certified visible emissions evaluator. Publicly visible signs would be posted with the telephone number and person to contact at the lead agency regarding dust	The proposed project would comply with existing BAAQMD thresholds of significance. All construction equipment would be properly maintained and inspected by a certified visible emissions evaluator. A publicly visible sign would be posted onsite with the telephone number and person to contact at the lead agency regarding dust complaints. All excavation, grading, and/or demolition activities would be suspended if wind speeds exceed 20	The general contractor.	The Dust and Equipment Exhaust Control Plan would be submitted prior to construction activities and implemented throughout the construction phase.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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.		complaints.	mph. Additionally the proposed project would comply with the Daly City General Plan and Bay Area Plan adopted goals, policies, and rules related to air quality.				
BIOLOGICAL RESOURCES								
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	"**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	Plan Bay Area EIR.	A qualified biologist would conduct biological surveys prior to construction. If special status plants and/or wildlife species are identified the appropriate mitigation would be implemented. Biological education resource	Mitigation would be utilized in the event special status plants and/or wildlife are present.	The applicant.	Biological surveys would be conducted prior to construction activities. Biological monitoring, if necessary, would be conducted throughout the construction phase.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
of Fish and Game or U.S. Fish and Wildlife Service?	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		programs would be provided to all construction crews and contractors prior to construction activities.					

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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							

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	applicable HCP/NCCPs that exceed or reasonably replace any of the above measures protective of special-status species.							
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?	**"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	Plan Bay Area EIR.	A qualified biologist would conduct one nesting survey within one week of initiating the proposed project, should construction activities begin between February 15 and August 31. A brief technical memorandum would be documented and kept on file.	Mitigation would be utilized in the event migratory birds and/or nesting raptors are present.	The applicant.	Bird surveys would be conducted prior to initiating construction activities. One bird survey would be conducted within one week of initiating construction activities, should construction activities begin between February 15 and August 31. Additional biological monitoring may be necessary throughout the construction phase.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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.							
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?	**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	Project Specific.	Prior to construction, biological surveys would be conducted by a qualified botanist/biologist to identify special status plant species. If special status plants are identified project activities would be reduced and minimized to avoid impact. If impacts to special status plants are significant and unavoidable, then consultation with appropriate agencies would be required to develop acceptable mitigation.	Mitigation would be utilized in the event special status plants are present.	The applicant.	A botanical survey would be conducted prior to initiating construction activities. If special status plants are identified within the project site additional biological monitoring would be necessary throughout the construction phase.		

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	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).							
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?	**Mitigation Measure BIO-2** **Avoid Disturbance 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		A qualified biologist would conduct one nesting survey within one week of initiating the proposed project, should construction activities begin between February 15 and August 31. A brief technical memorandum would be documented and kept on file.	Mitigation would be utilized in the event migratory birds and/or nesting raptors are present.	The applicant.	Bird surveys would be conducted prior to initiating construction activities. One bird survey would be conducted within one week of initiating construction activities, should construction activities begin between February 15 and August 31. Additional biological monitoring may be necessary throughout the construction phase.		

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	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.							
CULTURAL RESOURCES								
b) Cause a substantial	**"2.11(b)** Mitigation measures that shall be	Plan Bay	A qualified archaeologist	The proposed project	The applicant.	Prior to construction a		

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adverse change in the significance of an archaeological resource pursuant to §15064.5?	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	Area EIR.	would perform a cultural resources records search. A research design and testing plan would be developed prior to construction to facilitate avoidance of cultural sites throughout the development of the project. Prior to construction, the City would consult Native American tribes.	would comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources. Mitigation would be utilized in the event archaeological resources are present.		records search would be conducted. If significant archaeological resources are identified on the project site, the applicant would need to retain a qualified archaeologist for additional monitoring during construction activities.		

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	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.							
Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	**"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	Plan Bay Area EIR.	A qualified paleontologist would conduct a records search. If field surveys and record searches identify paleontological and/or geological features then a qualified paleontologist would monitor the project site during construction activities.	The proposed project would comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources. Mitigation would be utilized in the event	The applicant.	A records search would be conducted prior to construction activities. If significant paleontological and/or geological features are identified, the applicant would need to retain a qualified paleontologist for additional monitoring		

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	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.			paleontological and/or geologic features are present.		during construction activities.		
d) Disturb any human remains, including those interred outside of formal cemeteries?	**"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	Plan Bay Area EIR.	The City in consultation with the Most Likely Descendant (MLD) would prepare a plan for treatment, study, reinternment, 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, an 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	Mitigation would be utilized in the event human remains, including those interred outside of formal cemeteries, are present.	The applicant.	Consultation with the MLD to prepare a plan for treatment, study, reinternment, and potential reporting of the remains would be prepared prior to construction activities, Consultation with the MLD may be necessary during the construction phase if human remains are identified.		

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	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."		be completed prior to earthmoving or construction activities recommencing in the area.					
d) Disturb any human remains, including those interred outside of formal cemeteries?	**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	Project Specific.	The City in consultation with the Most Likely Descendant (MLD) would prepare a plan for treatment, study,	Mitigation would be utilized in the event human remains, including those interred outside of formal	The City of Daly City and the applicant.	Consultation with the MLD to prepare a plan for treatment, study, reinternment, and potential		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
	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.		reinternment, 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, an 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.	cemeteries, are present.		reporting of the remains would be prepared prior to construction activities, Consultation with the MLD may be necessary during the construction phase if human remains are identified.		
GEOLOGY AND SOILS								
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	"**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	Plan Bay Area EIR.	A geotechnical investigation would be performed to evaluate potential impacts from liquefaction, lateral spreading, landslides, and expansive soils. Furthermore, additional analyses would be required after the grading plans are finalized in order to check for potential adverse bedding in proposed cut slopes in the	Based on the findings of the geotechnical investigation and additional analyses, the Site Plan would include recommended corrective measures such as, structural reinforcement to reduce impacts from potential geologic hazards.	The applicant.	A geotechnical investigation would be conducted prior to the issuance of building permits. The applicant would submit the Site Plan prior to the issuance of building permits.		

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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?	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.		bedrock.					
b) Result in substantial soil erosion or the loss of topsoil?	**"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.	Plan Bay Area EIR.	The applicant would prepare and submit a SWPPP to SWRCB prior to construction. The SWPPP would identify project BMPs which are consistent with the NPDES General Construction Permit and California Stormwater Quality Association Handbook for Construction.	The applicant would comply with existing regulatory requirements such as grading erosion control measures specified in CBC and Chapter 15.62 of the City's Municipal Code. Additionally the proposed project would be in accordance with the SWPPP throughout the project's construction phase.	The applicant.	The SWPPP would be prepared prior to the initiating of construction activities and implemented throughout the construction phase.		
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code, creating substantial	**Mitigation Measure GEO-1** **Avoid or Minimize the Potential of Future Rock Failure Due to Adverse Bedding**	Project Specific.	Consultation with the proposed project's Structural Engineer would be conducted and	The applicant would implement all recommendations identified by the	The applicant and proposed project Structural Engineer.	Consultation with the proposed project Structural Engineer would occur prior to		

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risks to life or property?	**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. 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.		documented in a supplemental technical memorandum.	proposed project's Structural Engineer to reduce the potential of future rock failure where adverse bedding occurs.		final design submittals.		
HYDROLOGY AND WATER QUALITY								
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	"**2.8(a)** To reduce the impact associated with potential water quality standards violations or waste or stormwater discharge requirement violations, implementing agencies shall require project sponsors to comply with the State, and federal water quality regulations for all projects that would alter existing drainage patterns in accordance with the relevant regulatory criteria including but not limited to the National Pollution Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures shall be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans shall be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local drainage control requirements that exceed or reasonably replace any of these measures to project receiving waters from pollutants. Implementing agencies shall require project sponsors to commit to best management practices (BMPs) that would minimize or eliminate existing sources of polluted runoff during both construction and operational phases of the project. Implementing agencies shall require projects to comply with design guidelines established in the Bay Area Stormwater	Plan Bay Area EIR.	The proposed project would implement BMPs and Low Impact Development (LID) measures to minimize or eliminate existing sources of polluted runoff during both construction and operational phases of the project. Prior to construction activities the applicant would prepare a SWPPP.	The proposed project would comply with State and federal water quality regulations. The proposed project would be in accordance with the relevant regulatory criteria including but not limited to the National Pollution Discharge Elimination System (NPDES) program, Provision C.3, and any applicable Stormwater Management Plans. Erosion control measures would be consistent with NPDES General Construction Permit requirements including preparation and implementation of a Stormwater Pollution Prevention Plan, and final drainage plans would be consistent with the San Francisco Regional MS4 NPDES permit or any applicable local	The applicant.	Prior to initiating construction activities the applicant would prepare and submit a SWPPP to the SWRCB. Throughout the construction and operation phases of the project, BMPs and LID measures would be implemented for treatment and flow of site drainage prior to discharge into the City storm drain system.		

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	Management Agencies Association's Using Start at the Source to Comply with Design Development Standards and the California Stormwater Quality Association's California Stormwater Best Management Practice Handbook for New Development and Redevelopment to minimize both increases in the volume and rate of stormwater runoff, and the amount of pollutants entering the storm drain system. For the purposes of this mitigation, less than significant means consistent with federal, state, and local regulations and laws related to water quality or stormwater management. 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: **Construction** • Limiting excavation and grading activities to the dry season (April 15 to October 15) to the extent possible in order to reduce the chance of severe erosion from intense rainfall and surface runoff, as well as the potential for soil saturation in swale areas. • Regulating stormwater runoff from the construction area through a stormwater management/erosion control plan that may include temporary on-site silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters if excavation occurs during the rainy season. This control plan should include requirements to cover stockpiles of loose material, divert runoff away from exposed soil material, locate and operate sediment basin/traps to minimize the amount of offsite sediment transport, and removing any trapped sediment from the basin/ trap for placement at a suitable location on-site, away from concentrated flows, or removal to an approved disposal site. • Providing temporary erosion control measures until perennial revegetation or landscaping is established and can minimize discharge of sediment into receiving waterways.			drainage control requirements that exceed or reasonably replace any of these measures to project receiving waters from pollutants.				

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	• Providing erosion protection on all exposed soils either by revegetation or placement of impervious surfaces after completion of grading. Revegetation shall be facilitated by mulching, hydroseeding, or other methods and initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15). • Using permanent revegetation/landscaping, emphasizing drought-tolerant perennial ground coverings, shrubs, and trees. • Ensuring BMPs are in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary. • Storing hazardous materials such as fuels and solvents used on the construction sites in covered containers and protected from rainfall, runoff, and vandalism. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals should be designated as responsible for prevention and cleanup activities. **Operation** • Designing drainage of roadway and parking lot runoff, wherever possible to run through grass median strips which are contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before runoff reaches culverts, or into detention basins. Facilities such as oil and sediment separators or absorbent filter systems should be designed and installed within the storm drainage system to provide filtration of stormwater prior to discharge and reduce water quality impacts whenever feasible. • Implementing an erosion control and revegetation program designed to allow re-establishment of native vegetation on slopes in undeveloped areas as part of the long-term sediment control plan. • Using Integrated Pest Management techniques (methods that minimize the							

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	use of potentially hazardous chemicals for landscape pest control) in landscaped areas. The handling, storage, and application of potentially hazardous chemicals shall take place in accordance with all applicable laws and regulations.							
NOISE								
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	"**2.6(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 the following. Implementing agencies shall require one or more of the following set of noise attenuation measures under the supervision of a qualified acoustical consultant: Restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g.; Alameda County Code restricts construction noise to between 7:00 am and 7:00 pm on weekdays and between 8:00 am and 5:00 pm on weekend); • Properly maintaining construction equipment and outfitting construction equipment with the best available noise suppression devices (e.g. mufflers, silencers, wraps); • Prohibiting idling of construction equipment for extended periods of time in the vicinity of sensitive receptors; • Locating stationary equipment such as generators, compressors, rock crushers, and cement mixers as far from sensitive receptors as possible; • Erecting temporary plywood noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet; • Implementing "quiet" pile-driving technology (such as pre-drilling of piles and the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions; • Using noise control blankets on building structures as buildings are erected to reduce noise emission from the site; • Using cushion blocks to dampen impact noise from pile driving.	Plan Bay Area EIR.	All construction activities would occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 5:00 p.m. on weekends, as regulated by the City's Municipal Code. The contractor would construct temporary barriers where construction noise levels have the potential to exceed the maximum exterior residential noise standard.	Construction activities would comply with the City's Municipal Code. The proposed project would not impact sensitive receptors with the implementation of mitigation.	The general contractor.	Noise would be generated during construction activities.		

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RECREATION								
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	"**2.14(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: • Ensuring that adequate parks and recreational facilities will be available to meet or satisfy levels identified in the applicable local general plan or service master plan prior to approval of new development. • Complying with existing local regulations and policies that exceed or reasonably replace measures that reduce impacts on recreational facilities.	Plan Bay Area EIR.	The applicant would prepare and submit a Site Plan which includes design features that meet or satisfy the recreational facilities requirements identified in the City's General Plan	The proposed project would provide adequate parks and recreational facilities to residents.	The applicant.	The applicant would submit the Site Plan for review prior to the issuance of building permits.		
TRANSPORTATION/TRAFFIC								
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? AND Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	**Mitigation Measure TRANS-1** **Fair Share Fees for Intersection-Improvements** Prior to the issuance of building permits the project applicant shall pay fair share fees for the implementation of improvements at the Hillside Boulevard / Brunswick Street intersection. The project adds 32 trips to the intersection during the A.M. peak hour. The total volume through the intersection under Cumulative Plus Project condition is 1,553 trips during that time period. Thus, the proposed project's fair share is 2.1% of the improvement cost.	Project Specific.	The applicant would pay fair share fees prior to the issuance of building permits.	The Daly City Engineering Division would approve the needed improvements and document in writing receipt of the applicant's fair share fees for contribution to improvements at Hillside Boulevard/Brunswick Street intersection.	The applicant.	The applicant would pay fair share fees for the implementation of improvements prior to the issuance of building permits		
UTILITIES AND SERVICE SYSTEMS								
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the	**"2.12(h)** 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	Plan Bay Area EIR.	The proposed project would replace a 320 foot section of wastewater pipe to accommodate the proposed project	With the replacement of the 320 foot section of wastewater pipe, the proposed project would meet the	The applicant.	The replacement of the 320 foot section of wastewater pipe would occur during construction activities.		

Impact Statement	Mitigation Measures	Mitigation Measure Source	Monitoring/ Reporting Action	Effectiveness Criteria	Responsible for Implementation	Implementation Schedule	Completion of Implementation	
constriction of which could cause significant environmental effects?	to the following. For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could be able to handle the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.		projected flows.	proposed project's projected flows and impacts would be less than significant with mitigation.				

GREENBELT ALLIANCE

San Francisco Office
312 Sutter Street, Suite 510
San Francisco, CA 94108
(415) 543-6771

October 15, 2015

Glenn Sylvester, Chair
Daly City Planning Commission
333 90th Street
Daly City, CA 94105

RE: Endorsement of Brunswick Street Senior Apartments

Dear Chair Sylvester and Planning Commissioners:

For over 50 years, Greenbelt Alliance has been the champion of the places that make the Bay Area special. We defend natural and agricultural landscapes from sprawl development while helping create great cities and neighborhoods to make the Bay Area an even better place to live.

Since the 1980s, we have provided an independent validation of outstanding infill development to help ensure that the right development happens in the right place. Our endorsements have helped improve more than 140 neighborhoods around the region.

Greenbelt Alliance is pleased to endorse the proposed Brunswick Street Senior Apartments at 4619 Brunswick Street in Daly City as a prime example of sustainable, equitable transit-oriented development.

The Brunswick Street Senior Apartments by AMG and Associates will transform a vacant 1.15 acre lot into 206 affordable homes for low-income seniors, and provide new community spaces for residents and a retail storefront. The site is located near the Mission Street commercial corridor and less than ½ mile from the Daly City BART station.

This proposal has many laudable features. It will provide opportunities for affordable healthy living for seniors, support the local economy, relieve development pressure on the region's open spaces, and provide other environmental and quality of life benefits.

Most importantly, these new homes will help address the region's housing affordability crisis, ensuring a more inclusive community for residents across the socio-economic spectrum. This is a particularly pressing need in San Mateo County. Studies have shown that the cost of living for seniors in San Mateo County is the highest in the state and the county is expecting a 76% increase in its senior population in coming years. Many seniors in San Mateo County live on fixed incomes and are burdened by ever-increasing rents. More than half of seniors in Daly City make less than $50,000 per year. These conditions make the need for more affordable homes more pressing than ever.

In addition, we are pleased that the Brunswick Street Senior Apartments will utilize a compact mixed-use development pattern and is situated in a walkable neighborhood with a variety of nearby amenities and transportation choices. This combination of factors has been shown to result in high rates of walking, biking, and transit use. This in turn improves community health, minimizes time stuck in traffic, eases the strain on the regional transportation network, and reduces air pollution and global warming pollution. It also enlivens the streetscape, creating a more inviting and active outdoor environment while generating more customers to support nearby businesses.

The Brunswick Street Senior Apartments will also include other sustainable design features, such as electric vehicle charging stations, which will improve the project's environmental impact and create a healthier living environment for residents.

To make the proposal even stronger, we encourage the inclusion of free or subsidized transit passes in all new residential developments in Daly City, particularly those developments serving people most likely to use transit.

We hope that the Brunswick Street Senior Apartments will inspire communities around the region to redouble their efforts to grow smartly. For these reasons, Greenbelt Alliance endorses the Brunswick Street Senior Apartments, as a smart step towards making the Bay Area a better place to live.

Sincerely,

Matt Vander Sluis
Program Director
mvandersluis@greenbelt.org

CC: Patricia E. Martel, City Manager, Daly City

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	November 4, 2015
Application:	Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699, and Design Review DR-5-15-10877
Project Planner:	Guido F. Persicone, Contract Associate Planner
Project Location:	89 Second Avenue (APN 006-234-030)
Project Description:	Construction of three-story residential building comprised of twenty condominium units
Applicant:	Jim Trotter 1366 Mission Street, Studio 2 San Francisco, CA 94103 2201 Broadway, Suite 604
Property Owner:	Woods Family Investment 1485 Bayshore Blvd #149 San Francisco, CA 94124
Environmental Assessment:	Categorically Exempt per CEQA Guidelines Section 15332: In-Fill Development Projects
Applicable Daly City Municipal Code Sections:	Title 16 Subdivisions Chapter 17.12 – R-3 Multiple Family Residential District Chapter 17.34 – Off-Street Parking and Loading Chapter 17.37 – Condominiums and Condominium Conversions Chapter 17.44 – Use Permits Chapter 17.45 – Design Review

Site Information

Property Sizes	**Existing Use**	**Proposed Use**	**General Plan Designation**	**Current Zoning**
.46 acres	Single family home and nursery	Residential condominiums	RHD – Residential High Density (35-50 du/acre)	R3 – Multiple Family Residential

Area Information

Land Use	**Zoning**
North: Single Family Residential and Apartments	R-3: Multiple Family Residential District
South: Single Family Residential; Thornton High School (southwest)	R-1: Single Family Residential District; Unzoned
West: Single Family Residential, School	ID: Interim District
East: Single Family Residential	ID: Interim District

Background

The applicant, James Trotter, requests approval to construct a three-story 20-unit condominium building on a .45-acre property located on the north side of Castle Street between Second and Third Avenues (see Attachment A – Location Map). The proposed development would replace an existing single-family home and greenhouse on the site. The property has been zoned R-3 Multiple Family Residential District since at least 1985, when the City's Zoning Map identified it as such. In 2015, the City Council adopted the General Plan Housing Element identifying the property as having the potential for 23 dwelling units, given the Residential High Density designation applicable to it, allowing between 35 and 50 dwelling units per acre.

Discussion

The proposed building would contain a mix of three floorplans, ranging in size from 784 square feet for a single-level two-bedroom flat to 1,862 square feet for a two-level three-bedroom townhouse (see Attachment B – Tentative Map and Project Plans). Each unit would have a front and rear exit through the building's common courts and hallways, with access to the building's 40-stall parking garage provided both through the rear yard and by a central elevator also accessed by hallways and the rear yard. The primary pedestrian access to each unit would be from Castle Street, which is would provide a smaller scale to the complex.

The overall contemporary appearance of the building is intended to complement the scale and mix of housing types in the immediate neighborhood. Development regulations within the Zoning Ordinance require buildings to have a minimum front setback of 15 feet in the front and 10 feet in the rear with exceptions for architectural features, balconies, decks and other portions of the building which can cantilever if said projections are not more than four feet into the front, side or rear setback areas.[1] The applicant is proposing a series of uncovered patios, balconies and rooftop decks which project into the setback area consistent with the Zoning Ordinance, which encourages architectural features that reduce the massing of the building. The front, rear and side elevations show heights ranging between 33'5-35'5, which is below the maximum height limit of 36 feet. Staff is generally supportive of the proposed architecture and community design.

[1] To cantilever is to: projecting beam or member supported at only one end

Condominiums, like all multi-family units, are required to provide 150 square feet of open space per unit, which equates to 3,000 square feet for the 20-unit building. The Zoning Ordinance allows this requirement to be met by constructing decks, balconies, and rooftops. The applicant is incorporating approximately 3,000 square feet of rooftop decks, rear yard patios, and landscape/common yard areas adjacent to Castle Street. The location and design of these open space areas enhances the exterior elevations and provides additional articulation to the front and rear facades. Staff has recommended a Condition of Approval requiring that the common yard areas adjacent to Castle Street receive pavers, colored and stamped concrete, or other decorative surface treatment, and receive benches, tables and chairs, or other pedestrian amenities.

Use Permit

The applicant is required obtain a use permit pursuant to Chapter 17.37 – Condominiums and Condominium Conversions, which requires the permit for any condominium project. Prior to the approval of the permit, the Zoning Ordinance requires the Planning Commission to make the following findings:

1. The condominium project will not have a detrimental effect on sound community planning, the economic, ecological, cultural and aesthetic qualities of the community, and on public health, safety and general welfare;

2. The overall impact on schools, parks, utilities, neighborhood streets, traffic, parking and other community facilities and resources will not be detrimental;

3. That tenants over the twelve months preceding the filing of any application required for a conversion shall not have been encouraged to vacate in order to bring about the conversion.

For reasons discussed in this staff report, staff is recommending that the Commission adopt the first two findings. The applicant has not applied to convert any existing apartment to a condominium and therefore the third finding does not apply.

Design Review

The proposed building incorporates a contemporary architectural design that includes painted stucco walls, with front facades articulated by hardwood plank material, a variety of articulation with rooftop decks, and cantilevered aluminum wood frame windows. The overall intent of the proposed design is to complement the scale and mass of the surrounding residential neighborhood, so that the project density does not detract from the neighborhood.

From the outset of the project design, staff has communicated that the building should not greatly exceed the height of adjacent buildings, which are a mixture of two- and three-story structures. To accomplish this, the architect has reduced the building height through the use of a podium level parking garage that would be partially excavated into the site and utilized a roof design with minimal pitch. This roof design, aside from complementing the architectural era of adjacent

buildings, is used as a relief measure at the top of bay windows in the building elevations, providing shadowing and visual symmetry to the existing smaller homes in the neighborhood.

Overall, staff is satisfied with the building design, although Conditions of Approval are proposed to require that the concrete base of the building be textured and painted/stained a color that visually deemphasizes it, and that the garage doors to the building incorporate a perforated or mesh, to increase visibility of pedestrians on the sidewalk.

Parking and Circulation

The Zoning Ordinance requires two spaces for each of the two condominium units. Therefore, 40 parking spaces are required and 40 are provided. The minimum ingress/egress for this type of development is 12 feet. The applicant is proposing 16 foot curb cuts along both Second and Third Avenue. A Condition of Approval has been placed on the project requiring entrance into the site from Second Avenue and exiting onto Third Avenue.

Zoning Ordinance and General Plan Consistency

The site is zoned R-3 Residential Multifamily with a General Plan Land Use designation of Residential High Density (RHD). This R-3 zoning and RHD land use designation allow residential condominium buildings, subject to tentative subdivision map and design review approval. No use permit is required, as the use of the property for residential uses at the density proposed is allowed as a permitted use.

Given the RHD land use designation applicable to it, which allows between 35 and 50 dwelling units per acre, up to 23 dwelling units are allowed on this property. Since the applicant is requesting 20 dwelling units (43 dwelling units per acre), the proposed density is consistent with the General Plan. Additionally, the property is identified in the General Plan Housing Element as a potential housing site and was communicated in the list of sites the City used to satisfy its portion of the Regional Housing Need Allocation (RHNA). The Housing Element indicates the site having the capability for 23 units and only 20 are proposed. Due to the proposed density exceeding 30 dwelling units per acre and the deed restricted affordability associated with the proposal, all of the units would qualify as meeting the City's affordable housing obligation under the RHNA for the 2014 – 2022 Planning Period.

Aside from the Housing Element, the General Plan infill housing in existing neighborhoods on underutilized sites, where residential development represents the highest and best use, and where public infrastructure exists to support the intensity of the proposed development. The subject site is situated adjacent to existing single family homes, apartments, and Thornton High School. Residential development is the highest and best use for the subject property given its size and shape, and adjacent uses.

Project Affordability

The applicant has submitted an affordable housing plan in accordance with the City's Inclusionary Housing Ordinance, which requires 20 percent of all units to be affordable (see

Attachment C – Affordable Housing Plan). The Ordinance also allows the payment of a fee in lieu of providing the total amount of affordable units. Based on the 20 percent requirement, a total of four affordable units would be required. In lieu of dedicating the units and in compliance with the Ordinance, the developer has proposed paying a fee of $22.00 per square feet of floor area for all dwelling in the development. The total floor area for the development is 28,507 square feet so the in-lieu fee will be approximately $627,132. The final affordable housing fee due to the City will be based on the actual square footage of floor area determined and paid at the time building permits are issued.

Subdivision Requirements

Pursuant to Section 66474 of the Subdivision Map Act, a legislative body of a city or county may approve a subdivision map if it makes the following findings:

1. The proposed subdivision and/or design or improvement must be consistent with applicable general and specific plans.

    - The site is designated as Residential High Density (RHD) which allows for a maximum of 50 dwelling units per net acre. The project site is approximately .46 acres for a maximum allowable density of 23 units. The applicant is proposing 20 units and therefore the project is consistent with the RHD General Plan designation.

2. The site must be physically suitable for the type and density of the proposed subdivision.

    - The subject site is situated on Castle Street, between Second Avenue and Third Avenue. This area is characterized by a mixture of single family residences, apartments, and institutional uses near the project vicinity. Given the size and shape of the subject property, together with adjacent land uses, a high density development consisting of 20 condominium units is the highest and best use of the subject property.

3. The design of the proposed subdivision or improvements must not cause substantial environmental damage or injure fish or wildlife or their habitat.

    - Staff has determined that the proposed subdivision will not cause significant environmental damage or injure fish, wildlife, or their habitat. The proposed project would be constructed in a fully urbanized area. Consequently, the project site is exempt from further environmental review pursuant to Section 15332 (Infill Development) of the California Environmental Quality Act (CEQA) Guidelines.

4. The design of the proposed subdivision must not cause serious public health problems.

    - The proposed project consists of 20 condominiums, all of which will be subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.

5. The design of the proposed subdivision or improvements must not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.

    - Access to the proposed new lots and utilities for the lots would be available from existing adjacent roads. No structures of any kind will be built over the property lines. Where necessary, permits for utility connections for the newly created lots would be obtained from the City of Daly City.

Utility Providers

The subject property is located within a fully urbanized area with all public services likely capable of serving the new lots. However, as a Condition of Approval, the City has required that the applicant develop water and sewer studies to identify where upgrades to existing utilities may be required. Any upgrades in the system deemed necessary will be the applicant's responsibility.

It is the policy of the City to require that utilities be placed underground in conjunction with new development. Therefore, existing above-ground utilities located on Castle, Second and Third Avenues will be required to be installed underground as a Condition of Approval.

Utility	***Provider***
Water, Sanitary Sewers, Storm Drains	City of Daly City
Gas & Electric	PG&E
Telephone	AT&T
Cable Television	Astound! Cable Services and/or Comcast
Fire/Police Protection	North County Fire Authority/City Daly City

Fiscal Analysis and Impacts

The construction of 20 condominium units will add an incremental demand for City services. Prior to project completion, the project applicant will be required to pay park in-lieu fees as required by Parkland Dedications Ordinance, building permit, plan check, affordable housing, and AB 1600 fees to the City. Upon sale of the residential properties, the future owners will pay property tax to the County, a portion of which will be distributed to the City.

Environmental Assessment

The proposed building is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of the California Code of Regulations, (State CEQA Guidelines) Section 15332 – In-fill Development. Section 15332 makes specific findings that must be made in order to qualify for this exemption.

Notwithstanding the project's exemption from CEQA, a Phase I Environmental Site Assessment prepared for the project site identified that the site has an extensive and long-term history of use as a nursery. A water tank and associated pump in the northeasterly corner of the site was identified

on historic Sanborn maps.[2] Additionally, based on the age of the greenhouse development on the site, combined with the presence of a historic boiler and a potential vent pipe at the southwestern corner of the property, a fuel underground storage tank maybe present beneath this area of the site.[3] Additionally, analysis of shallow soil samples for lead, arsenic, DDE and DDT exceeded regulatory thresholds for commercial uses. The affected soils can be expected to be present only in the upper 1-2 feet of soil because these compounds have a very low solubility and do not migrate vertically. The planned construction will remove the shallow soils to accommodate the subgrade parking structure.[4]

For this reason, staff has incorporated the following Conditions of Approval:

1. Performance of underground storage tank survey shall be required. If present, removal of the underground storage tank shall be done in accordance with the San Mateo County Environmental Health Department standards, including performance of associated soil and possibly groundwater sampling
2. If a water well is discovered during excavation, it must be destroyed in accordance with County regulations.
3. Soil excavated and stockpiled shall be sampled prior to off haul. Such sampling will indicate if there are contaminant concentrations that would restrict reuse of the soil, result in special handling, or result in landfill disposal restrictions on the soil.
4. Based on the date of construction, materials within the buildings on the subject property may contain asbestos. As such, prior to demolition, testing for asbestos content of the building materials to be disturbed shall be performed so that Asbestos Containing Materials (ACM), if present, can be properly managed. Asbestos O&M Plan shall be developed for the building if/as necessary, based on testing results on the subject property.
5. Based on the age of the buildings on the site, the potential exists for lead-based paint to be present at the site. Prior to any demolition activities, a lead paint survey shall be performed so that these materials, if present, can be properly managed.

Findings

Staff finds that, as conditioned, the approval of Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699, and Design Review DR 5-15-10877 would be in compliance with all applicable provisions of Title 16 (Subdivisions) and Title 17 (Zoning) of the Daly City Municipal Code. Approval of the proposed project will not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the City. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission will conduct a public hearing on

[2] Section 9.4 (Phase I ESA, 89 2nd Avenue, Daly City, CA).
[3] Section 9.3 (Phase I ESA, 89 2nd Avenue, Daly City, CA
[4] Section 9.3 (Phase I ESA, 89 2nd Avenue, Daly City, CA)

November 4, 2015; notice of said hearing was published in a newspaper of general circulation on October 23, 2015, and by posting and first-class mailing to property owners within 300 feet.

2. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per CEQA Guidelines Section 15332 In-Fill Development Projects, which requires that: the project is consistent with the applicable general plan designation and all applicable general plan policies and applicable zoning designations; it occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and, the site can be adequately served by all required utilities and public services.

3. The condominium will not have a detrimental effect on sound community planning, the economic, ecological, cultural and aesthetic qualities of the community, and on public health, safety and general welfare.

4. The overall impact on schools, parks, utilities, neighborhood streets, traffic, parking, and other community facilities and resources will not be detrimental.

5. The provisions of this Zoning Ordinance and any applicable design guidelines have been complied with.

6. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

7. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment.

8. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;

9. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

10. The proposed subdivision design and improvement is consistent with applicable general and plans designation of RHD density which permits a maximum of 23 dwelling units for the .46-acre parcel. The density and intensity of the project is consistent with other similar projects in the surrounding vicinity.

11. The subject site is situated on Castle Street, between Second Avenue and Third Avenue. This area is characterized by a mixture of single family residences, apartments, and

institutional uses near the project vicinity. Given the size and shape of the subject property, together with adjacent land uses, a high density development consisting of 20 condominium units is the highest and best use of the subject property.

12. The design of the proposed subdivision and improvements will not cause substantial environmental damage or injure fish or wildlife or their habitat. The proposed project would be constructed in a fully urbanized area on a previously disturbed property that contains no protected or unprotected habitat and meets all criteria for Categorical Exemption under Section 15332 In-Fill Development Projects per CEQA.

13. The design of the proposed subdivision will not cause serious public health problems. The proposed project consists of the subdivision of one existing lot for the construction of 20 condominium units which are subject to Building Code requirements that set forth minimum safety standards for new construction. Other City and State regulations will assure that public health is not at risk.

14. The design of the proposed subdivision or improvements will not conflict with any easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. There are no known easements with which the proposed subdivision or subsequent construction would conflict. The project would occur exclusive of the public right-of-way and no new easements for the public at large, or encroachments are known to be required at this time.

Conditions of Approval

Staff recommends the Planning Commission forward a recommendation of approval to the City Council for Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699, and Design Review DR-5-15-10877, subject to the following conditions and Daly City General Conditions of Approval. Minor deviations from the conditions of approval may be approved by the Planning Division. Significant deviations will require review and approval by the Planning Commission and City Council.

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. The applicant shall file a Declaration of Acceptance of the conditions of approval with the City Clerk within thirty (30) days of City Council approval. Until said declaration is filed, the approvals of Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699 and DR-5-15-10877 shall not be valid for any purpose.

2. The project shall be valid only in conjunction with detailed plans submitted with this project. Any modifications required, due to the Conditions of Approval, and minor changes to the plan, must be reviewed and approved by the Planning and Engineering Divisions prior to the change. Major changes to the Tentative Map shall be subject to review by the Planning Commission and City Council.

3. The tentative subdivision map approval granted herein shall be valid for a period of two years. If a final map has not been approved within this timeframe, the applicant shall apply for a time extension.

4. All existing buildings on the site shall be demolished and removed prior to recordation of the Final Map.

5. The design review approval granted herein shall be valid for a period of one year. If building permits have not been issued within this timeframe, the applicant shall apply for a time extension.

6. The project shall conform to all applicable City of Daly City General Conditions of Approval.

7. The applicant will be required to pay park-in-lieu fees, in compliance with DCMC Chapter 16.30 Parkland Dedications. Per DCMC Section 16.30.040.A, the required dedication in this specific case is 0.238 acres. Per DCMC Section 16.30.060, the in-lieu fee shall be based upon said dedication requirement. Per DCMC Section 16.30.090, in-lieu fees are required to be paid to the City of Daly City, prior to approval of the Final Map. The project is subject to full compliance with DCMC Chapter 16.30 Parkland Dedications.

8. The applicant shall pay fees as identified in the Affordable Housing Plan prior to permit issuance.

Building Design

9. The concrete base of the building shall be textured and painted/stained a color that visually deemphasizes it.

10. The garage doors to the building shall incorporate a perforated or mesh, to increase visibility of pedestrians on the sidewalk.

11. All residential windows shall be dark-colored aluminum or vinyl.

Site Design

12. Ingress to the property shall be restricted to Second Avenue and egress shall be along Third Avenue.

13. The applicant shall provide a detail for all fencing that is to be constructed on the project site. Wood fencing that will be visible from off-site locations shall incorporate a high-quality aesthetic, incorporating six-by-six nominal heavy-timber and overlapping fence panels, and be stained dark brown.

14. Common yard areas shall receive pavers, colored and stamped concrete, or other decorative surface treatment, and shall receive benches, tables and chairs, or other pedestrian amenities.

15. The applicants shall fully improve and landscape the public right-of-way. This shall include installing decorative landscaped planters behind the sidewalk, installing decorative pedestrian-oriented street-lights, and providing street trees along the entirety of the Caste Street, Second Avenue, and Third Avenue.

16. Landscape planters shall have an integral appearance, constructed from concrete, and receive a veneer and decorative cap to match the veneer proposed on the subject building.

17. Street trees shall be installed twenty feet on center, sized as 15-gallon minimum, receive triple staking at installation, and receive establishment irrigation. The tree staking and establishment irrigation shall be identified in building plans submitted for a building permit.

18. All street trees shall receive decorative tree grates, as approved by the Planning and Engineering Divisions.

19. Backflow preventers shall be concealed and/or screened from public view to the satisfaction of the Daly City Community and Economic Development Director prior to issuance of building permit.

Homeowners Association

20. The applicant shall establish a Homeowners' Association (HOA) for the purpose of landscape maintenance within any easement areas created, any retaining walls required to be built as part of new development, permanently installed stormwater treatment systems, and any infrastructure related to the respective systems. The HOA membership shall consist of all residential lot owners. The HOA shall be professionally managed and the HOA bylaws and initial annual operating budget shall be reviewed and approved by the Planning Division/City Attorney's Office prior to submittal to the California Department of Real Estate.

21. Prior to the recordation of a Final Map, the developer shall submit a maintenance plan, which clearly specifies methods and standards for performance of common responsibilities and maintenance for all common areas and equipment and fees to be assessed for such purposes. The maintenance plan shall include a budget acceptable to the City for major repairs and extraordinary expenses, and shall be incorporated into HOA bylaws.

22. The developer shall submit to the City Attorney, for review and approval, a copy of the covenants, conditions, and restrictions (CC&Rs) that will apply to the development prior to recordation of the Final Map.

23. The HOA shall enter into a Maintenance Agreement with the City of Daly City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.

24. Prior to the issuance of building permits, a detailed landscape and irrigation plan shall be submitted for review by the Planning Division, which shall comply with DCMC Chapter 17.41 Water Conservation in Landscaping. New landscaping required for the subdivision shall incorporate Bay Area Friendly species that are drought tolerant and the irrigation systems shall incorporate water efficiency measures. No landscaped areas shown on the preliminary plan approved by the City Council shall be changed to non-landscaped material such as decorative rock. Alternative plant and tree species may be approved by the Planning Division if it can be shown they would be more appropriate for the site.

Landscaping

25. All landscaping shall be installed, inspected and approved prior to the issuance of occupancy permits.

26. The plan shall identify box-specimen trees at this location, of a variety approved by the Planning Division, which shall be placed at ten-foot on center.

27. The building permit submittal shall provide a utility location plan that identifies lateral locations for all utilities serving the homes. Conflicts between utilities and landscaping shall be rectified prior to building permit issuance.

28. All trees adjacent to the City sidewalk shall be box-specimen and shall provide a root-barrier acceptable to the City.

29. Annual inspection of the landscaping shall be conducted for the first five years following construction completion to ensure the landscaping is adequately maturing in a healthy manner. Should plants be determined to be significantly deficient in growth or health, additional landscaping shall be required to compensate for the lack of vegetation. Annual inspections shall be conducted by the Planning Division. A point of contact within the HOA shall be established to coordinate said annual inspections, and the HOA shall retain responsibility to maintain and, as necessary per the direction of the City, replace landscaping or enhance site and retaining walls.

30. The applicant shall establish an HOA budget item for tree replacement within the first five years for all trees determined by the City to be dead or dying. The applicant shall provide an initial fund for budget item of not less than $5,000.

31. The landscape plan shall identify an excavation plan for all screen-trees which provide a sufficient trench allowing for root expansion, as determined by the City. Tree trenches shall be inspected by the City for size prior to tree installation.

32. The applicant shall provide establishment, and where necessary, long-term irrigation to all trees, shrubs, and groundcover.

33. The applicant shall triple-stake all trees and this staking shall be subject to initial inspection by the City. Trees shall remain triple-stake through the establishment period and tree staking shall be subject to the annual inspection identified above.

Stormwater Treatment

34. The applicant shall develop and submit a stormwater management plan that illustrates full compliance with Section C.3 of Order R-2-2009-0074 NPDES Permit No. CAS612008. The project must comply with Order No. 2010-0014-DWQ, NPDES No. CAS000002, the statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit.

35. The applicant shall receive approval of the stormwater management plan from a third-party reviewer appointed by the City prior to building permit submittal. The applicant shall pay the entire cost of the third-party reviewer.

36. All stormwater treatment facilities shall be inspected during construction to ensure eventual compliance with the stormwater management plan. The applicant shall pay the entire cost of these inspections.

37. The applicant shall enter into a Maintenance Agreement with the City to ensure long-term maintenance and servicing by the Property Owner of stormwater site design and treatment control measures according the approved Maintenance Plan.

38. The applicant shall arrange and pay for final inspection of installed treatment measure by municipality's Special Inspector within 45 days of installation or project construction completion, whichever comes first.

Site Remediation

39. Performance of an underground storage tank survey shall be required. If present, removal of the underground storage tank shall be done in accordance with the San Mateo County Environmental Health Department standards, including performance of associated soil and possibly groundwater sampling.

40. If a water well is discovered during excavation it must be destroyed in accordance with County regulations.

41. Soil excavated and stockpiled shall be sampled prior to off hauling. Such sampling will indicate if there are contaminant concentrations that would restrict reuse of the soil, result in special handling or result in landfill disposal restrictions on the soil.

42. Prior to demolition, testing for asbestos content of the building materials to be disturbed shall be performed so that Asbestos Containing Materials (ACM), if present, can be properly managed. An asbestos O&M Plan shall be developed for the building if/as necessary, based on testing results on the subject property.

43. Prior to any demolition activities, a lead paint survey shall be performed so that these materials, if present, can be properly managed.

B. BUILDING DIVISION

44. Allowable interior noise levels (walls, partitions, and floor ceiling assemblies) separating dwelling units must be designed to comply with airborne sound, structure born sound per Section 1207 of the 2013 California Building Code.

45. Provide a minimum of two dwelling units that conform with Section 1102A.3.1 of the 2013 California Building Code.

46. Applicant and design team must check for amendments to the California Code of Regulations that may affect the design of the building.

47. A construction waste management plan shall be submitted with the permit application (CGBSC 5.408).

C. ENGINEERING DIVISION

48. Plans submitted for building or grading permit shall show all existing and proposed utilities, on-site and in the street, including water, sanitary sewer, and storm drain mains.

49. The project's electrical transformer shall not be installed within the public rights-of-way.

50. The applicant shall be financially responsible for all project-related storm drainage improvements on- and off-site, as required and approved by the City Engineer in accordance with City Standards.

51. The applicant shall underground the existing utility poles at the property frontage along Third Avenue.

52. Depending on the extent of trench-work in Castle Street, Second Avenue, or Third Avenue, resurfacing all or a portion of the street may be required.

53. The applicant shall replace the City sidewalk fronting the subject parcel.

54. An encroachment permit is required prior to any work or underground utilities installation within the public right-of way.

55. Following new utility installation, the applicant shall replace areas of street pavement, sidewalk, curb, and gutter damaged by construction. Such repair shall be per City standard specifications.

56. All roof drainage shall be directed toward the curb gutter through pipes underneath the City sidewalk. There shall be no storm water sheet flow over the sidewalk.

57. All street trees shall be maintained by the building owner in perpetuity, with irrigation tied to and maintained by the private building.

58. Street lights shall be installed as per plans approved by the City Engineer. All lighting shall be designed to minimize glare onto adjacent properties.

D. DEPARTMENT OF WATER AND WASTEWATER RESOURCES

59. The applicant shall prepare a Sewer Capacity Study shall be performed to determine the system's ability to serve the project. The study shall be from the connection to the project to the nearest trunk sewer 12 inches or larger. Any costs associated with sewer upgrades shall be borne by the applicant.

60. The applicant shall, through the Engineering Department, contract with the City's consultant, who has modeled the water system for a water system analysis to determine the system's ability to serve the project and determine if any water system improvements are required. All costs associated with water improvements shall be borne by the applicant.

61. All sewer laterals facing the property from Second Avenue, Third Avenue or Castle Street shall be abandoned at the main.

62. An existing sewer line connects on Second Avenue. Sewer shall connect on Castle Avenue.

63. Separate services for domestic, fire and irrigation shall be required. All services shall connect to mains located on Castle Street.

64. All water services shall incorporate Reduced Pressure (RP) type backflow devices.

E. FIRE DEPARTMENT

65. The project shall comply with Section 903.4 of the 2013 California Fire Code and 903.4.1.2 Fire Alarms (as amended by Daly City Municipal Code Section 15.32.110).

66. Addressing shall be provided per Section 505.1 of the 2013 California Fire Code (CFC) as amended by DCMC 15.32.070.

67. The project shall comply with hydrant location and spacing per Appendix C of the 2013

California Fire Code.

68. 13R Fire Sprinklers are required per the 2013 California Fire Code (Chapter 9, Section 903) and the Daly City Municipal Code.

69. The project shall comply with Chapter 33 (Fire Safety During Construction and Demolition) of the California Fire Code.

70. The project shall comply with fire flow requirements as identified in Appendix B of the 2013 California Fire Code.

71. The project shall comply with Chapter 9, Section 907 of the 2013 California Fire Code (Fire Alarm and Detection Systems).

Recommendation

Staff recommends the Planning Commission forward to the City Council the following recommendations:

1. Adopt the Findings as outlined herein;
2. Affirm the Environmental Assessment;
3. Approve Major Subdivision SUB-5-15-10875, Use Permit UPR-10-15-11699, and Design Review DR-5-15-10877, as conditioned herein.

Staff is available to provide any additional information desired by the Planning Commissioners.

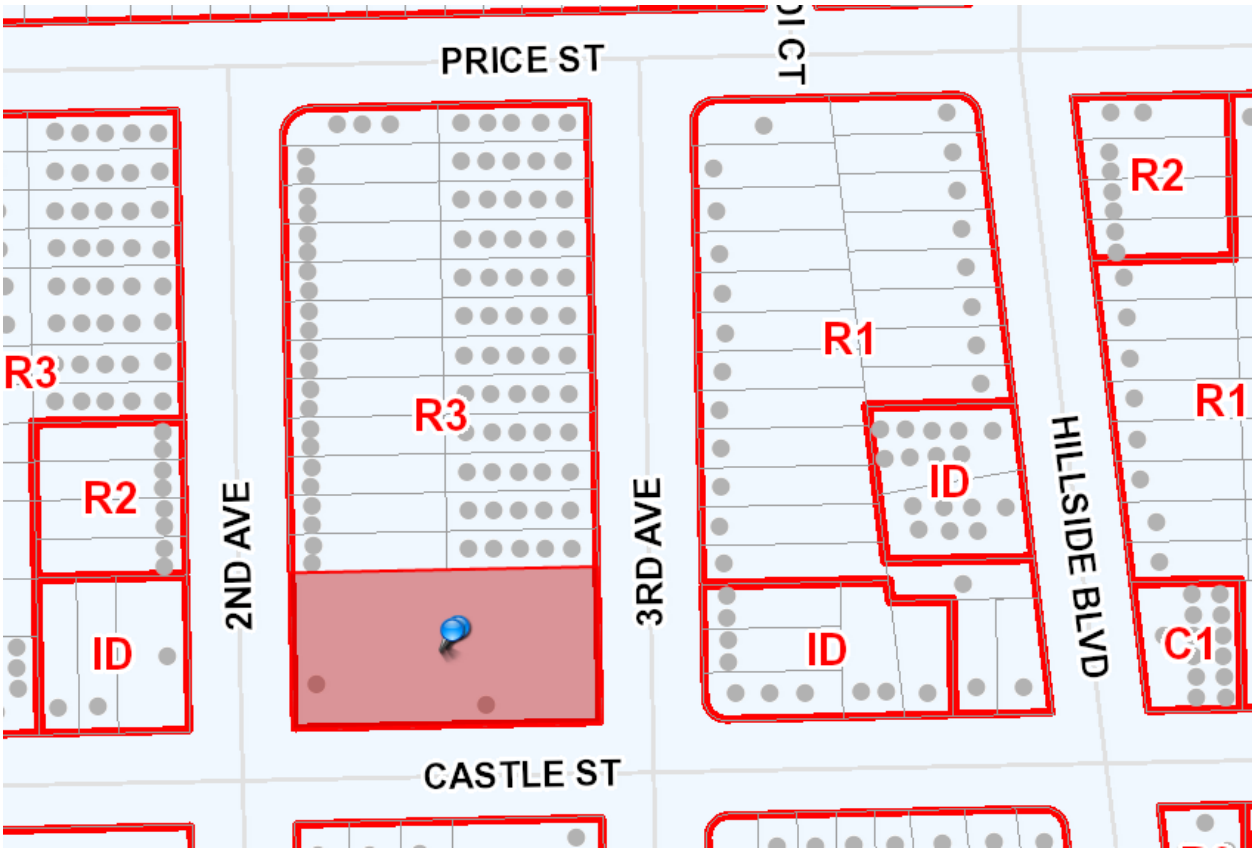
Respectfully submitted,

Guido F. Persicone, AICP
Contract Associate Planner

Tatum Mothershead
Interim Director of Economic and Community Development

Attachments

Attachment A – Location Map
Attachment B – Tentative Map and Project Plans
Attachment C – Affordable Housing Plan



ATTACHMENT A

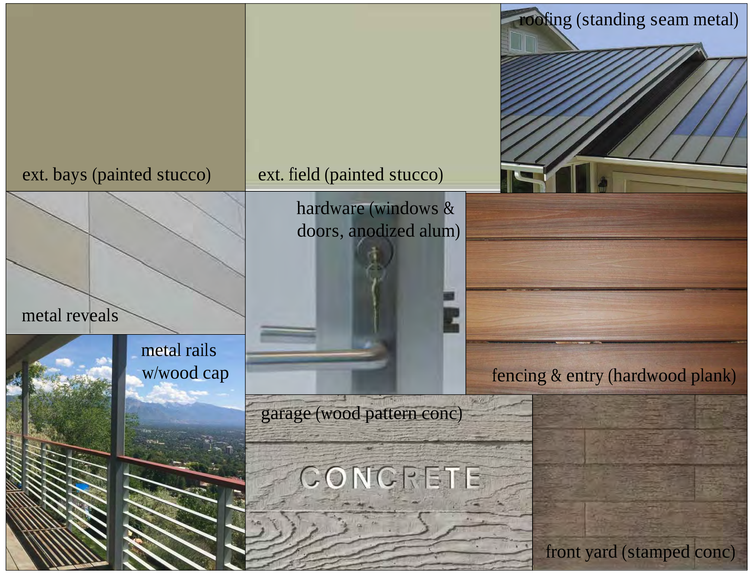
Woods Family Homes

james w trotter | project architect

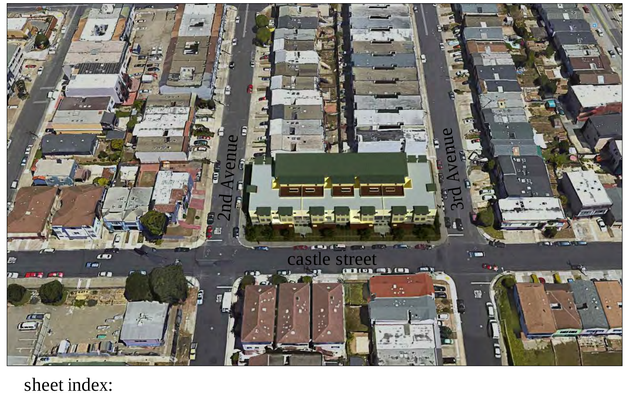
89-2nd Avenue, Daly City, CA

(apn #006-234-030) rev 7.22.15

materials (color board):



vicinity map:



sheet index:

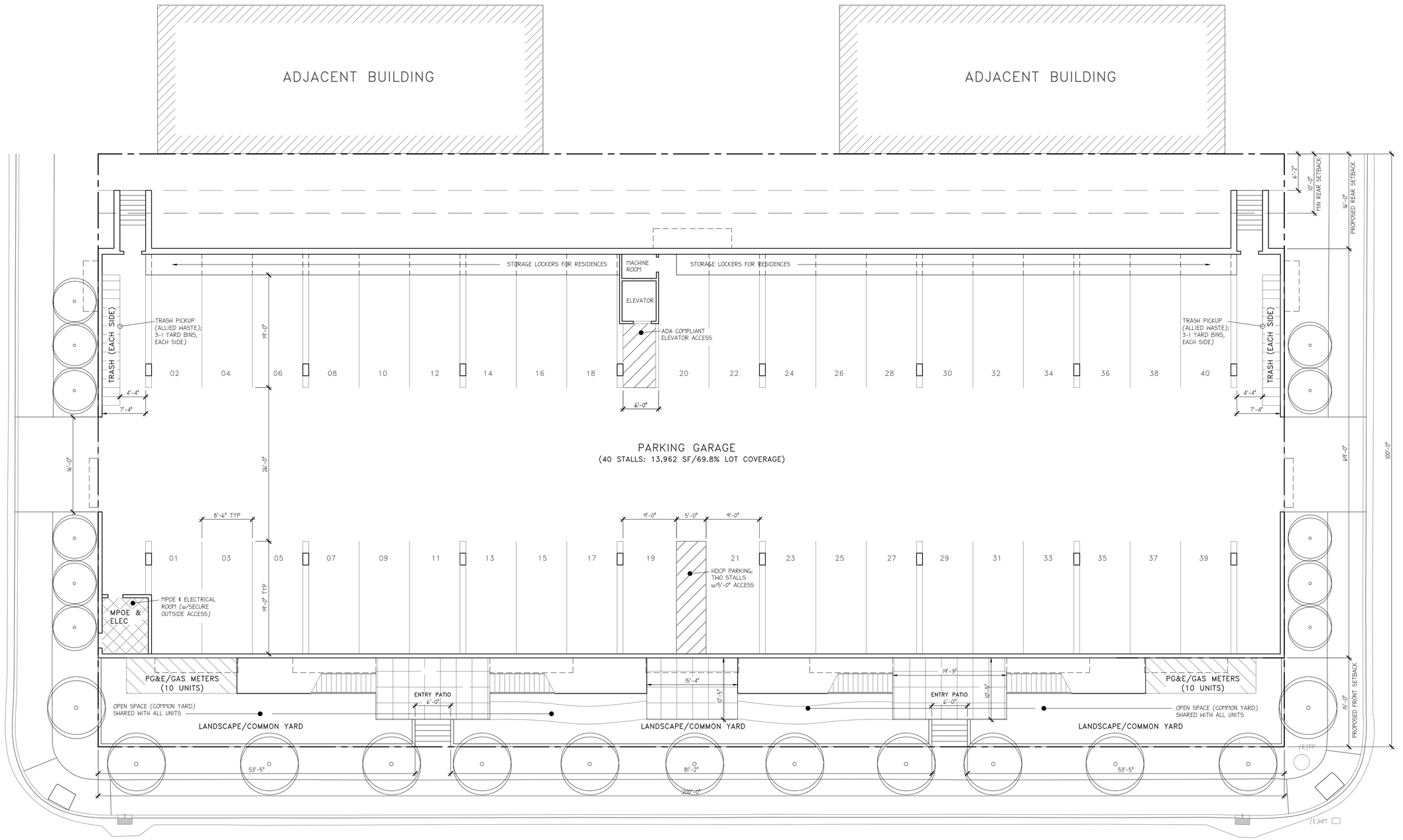
0.0	cover sheet	L1	partial site plan, front yard
1.1	proposed overall site plan	L2	front yard alternate plans
1.2	proposed overall first floor plan	TNT-1	title sheet
1.3	proposed overall roof plan	TNT-2	lot layout plan
2.0	typ floor plans & unit configuration	TNT-3	section sheet
3.0	exterior elevations	TNT-4	prelim grading & utility plan
4.0	cross section diagram & renderings	TNT-5	storm water control plan

project narrative:

The proposed residential development replaces an existing single family residence & shuttered nursery. The property is currently zoned for high-density housing and has been evaluated to allow a maximum of 23 residential units. The project proposes a 20 unit condominium complex with a 40 stall parking garage accessible from both 2nd and 3rd Avenues. The complex incorporates a mix of three unit types including 7 flats and 13 townhouses, each unit having a front and rear exit through common courts and hallways. Access is also provided for each unit directly to the parking garage within the rear yard & setback areas. Main access to each unit from Castle Street is intended to provide a pedestrian scale to the complex with a common yard shared by the tenants and meeting open space requirements. The two and three story structure is to be wood frame construction over a post tension reinforced concrete podium structure incorporating the parking garage which is partly below grade. The overall contemporary appearance of the complex is intended to compliment the scale and mix of housing types in the immediate neighborhood.

project data:

setbacks (required):	front setback, 15'-0"; rear, 10'-0" & side not required
setbacks (proposed):	front setback, 15'-0"; rear, 16'-0" & side, 0'-0"
lot coverage:	coverage 13,962 sf = 69.8% (overall lot area = 20,000 sf)
unit floor area:	type A = 13,708 sf; type B = 5,488 sf; type C = 9,310 sf)
overall floor area:	28,506 sf (excluding decks, access hallways & light wells)
parking stalls:	40 spaces (2/unit); 2 handicap spaces
qualified open space:	5,260 sf overall area (263 sf/unit) (common yard (2290)+rear yards(1485)+roof decks(1485))



CASTLE STREET

1 OVERALL SITE PLAN

SCALE: 1/8"=1'-0"

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STAMPS

LICENSED ARCHITECT JAMES W. TROTTER C26179 Exp.____ STATE OF CALIFORNIA

REVISIONS

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5	DESIGN REVIEW w/T-MAP	03/26/2015
6	DR SUBMITTAL	05/08/2015
7	DR RESUBMITTAL	07/22/2015

PROJECT

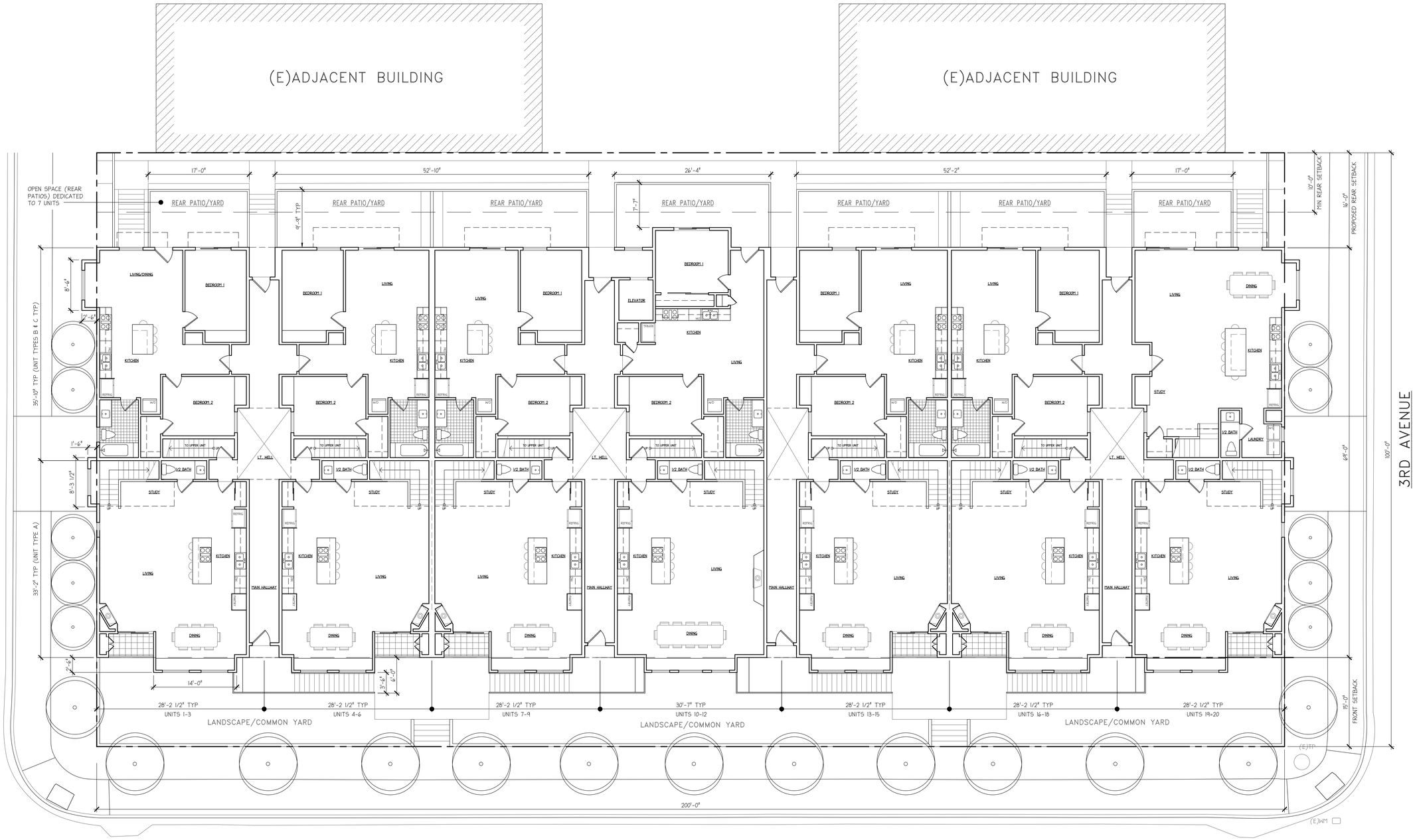
WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

DRAWING

OVERALL SITE PLAN
(GARAGE LEVEL)

NO:	2013.07
DRAWN BY:	JWT
SC:	1/8"=1'-0"
DATE:	10-03-14

A1.1



CASTLE STREET

1 OVERALL FIRST FLOOR

TYPICAL FLOOR PLANS SCALE: 1/8"=1'-0"

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PROJECT

WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

DRAWING

OVERALL FIRST FLOOR PLAN (1ST LVL: UNIT TYPES A& B)

NO:	2013.07
DRAWN BY:	JWT
SC:	1/8"=1'-0"
DATE:	10-03-14

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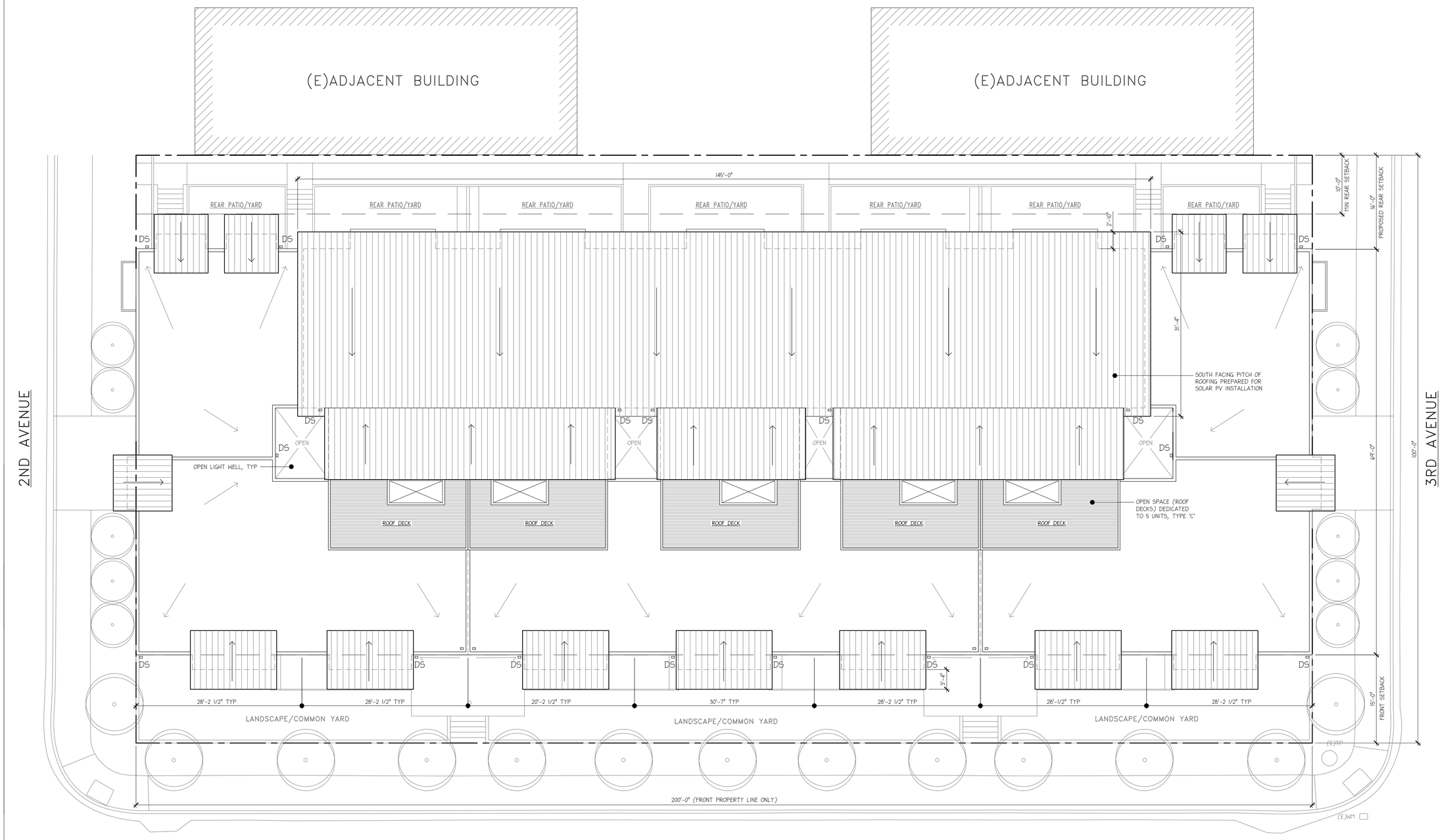

1 ROOF PLAN

SCALE: 1/8"=1'-0"

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JAMES W. TROTTER
C26179
Exp.
STATE OF CALIFORNIA

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PROJECT

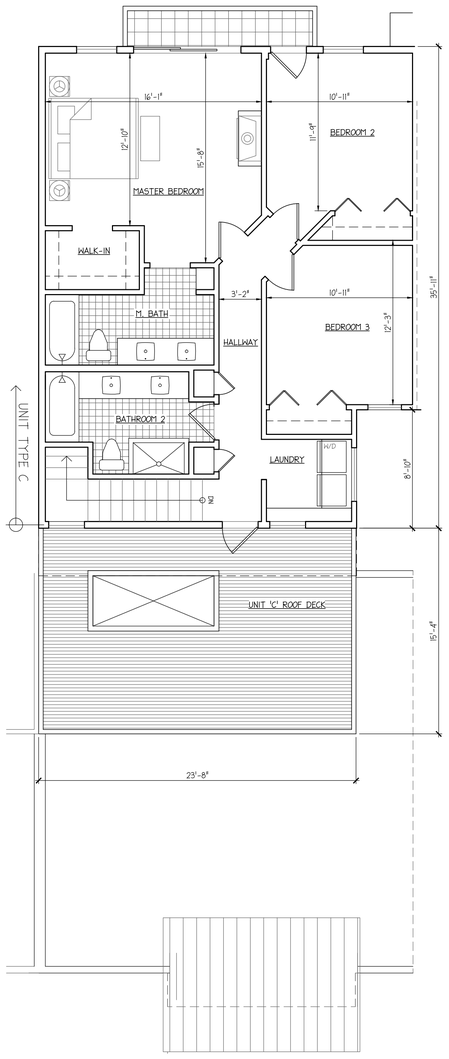
WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

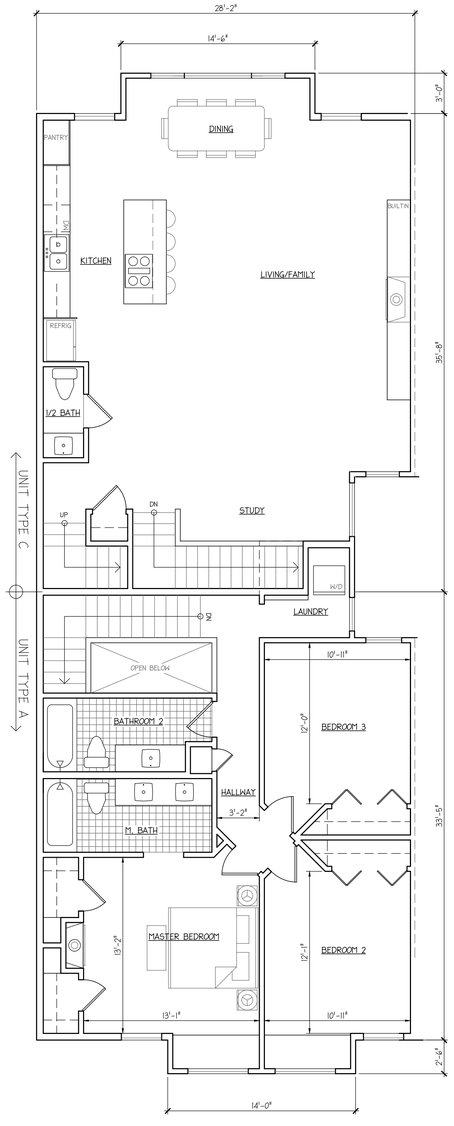
DRAWING

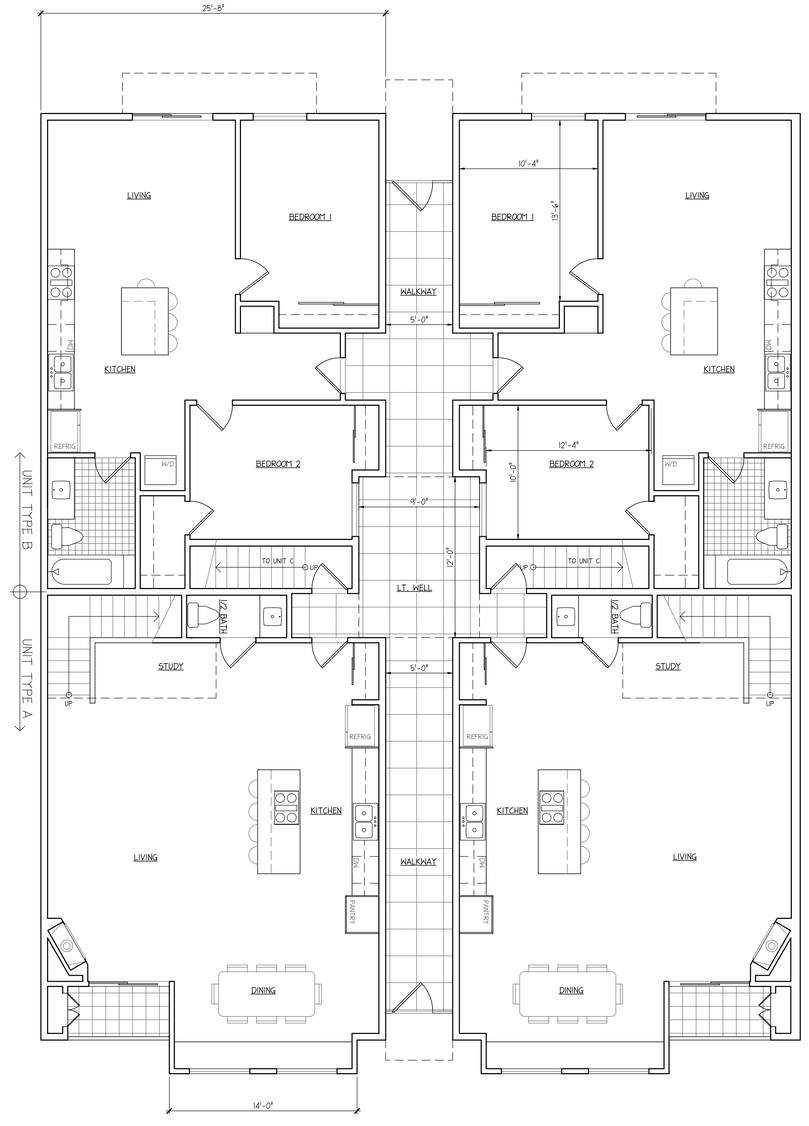
ROOF PLAN

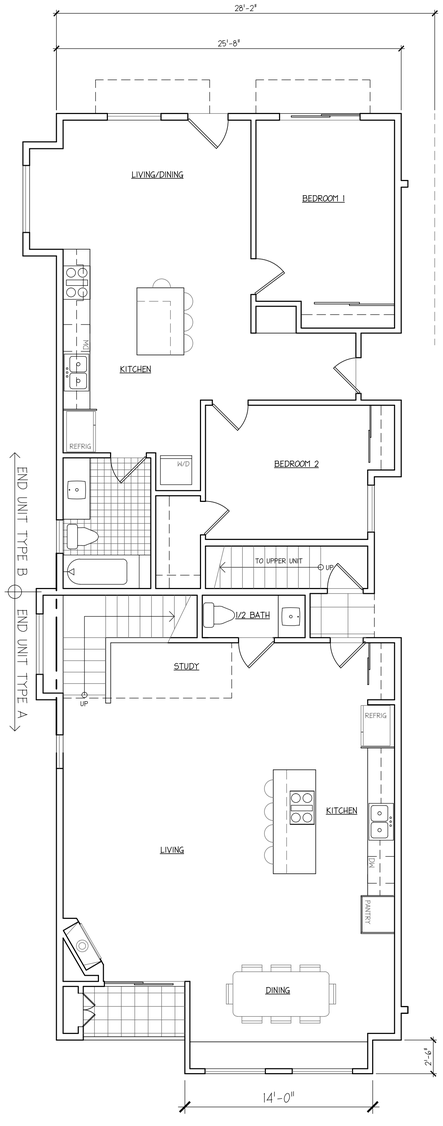
NO: 2013.07
DRAWN BY: JWT
SC: 1/8"=1'-0"
DATE: 03-19-15

A1.3









3 3RD FLOOR

(2ND LVL/TYPE C & ROOF DECK) SCALE: 3/16"=1'-0"

2 2ND FLOOR

(2ND LVL/UNIT TYPE A & 1ST LVL/UNIT TYPE C) SCALE: 3/16"=1'-0"

1 1ST FLOOR (TYP LAYOUT)

(1ST LEVEL/UNIT TYPE A & B)

1ST FLOOR (END TYPE)

SCALE: 3/16"=1'-0"

RESIDENTIAL UNIT DATA

FLOOR PLAN A (8 units): TOWNHOUSE, 3 BEDROOM, 2.5 BATH & LAUNDRY, 1720 sf **
FLOOR PLAN B (7 units): FLAT, 2 BEDROOM, 1 FULL BATH & LAUNDRY, 784 sf *
FLOOR PLAN C (5 units): TOWNHOUSE, 3 BEDROOM, 2.5 BATH, LAUNDRY & ROOF DECK, 1862 sf

TOTAL FLOOR AREA: 28,506 sf (Type A (13,708 sf), Type B (5,488 sf), 5-Type C (9,310 sf))

UNITS WITH FLOOR PLAN A: 1, 4, 7, 10, 13, 16, 19, 20
UNITS WITH FLOOR PLAN B: 2, 3, 5, 8, 11, 14, 17
UNITS WITH FLOOR PLAN C: 6, 9, 12, 15, 18

*UNIT 12 (TYPE B) TO BE MODIFIED FOR HANDICAP ACCESSIBILITY
**UNIT 20 (TYPE A) TO BE AN ALTERNATIVE UNIT WITH REAR YARD, MODIFIED FOR ALTERNATE LOCATION (ADJUSTED FLOOR AREA=1668 sf)

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PROJECT

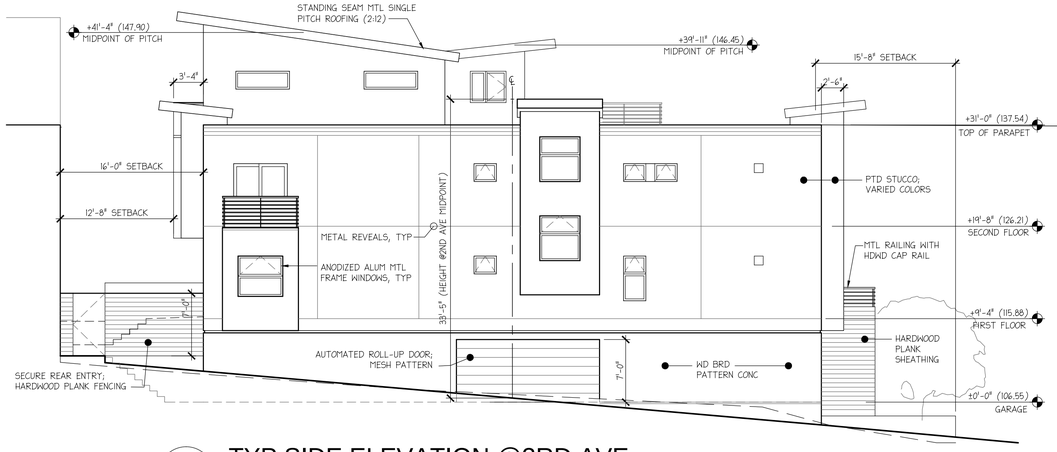
WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

DRAWING

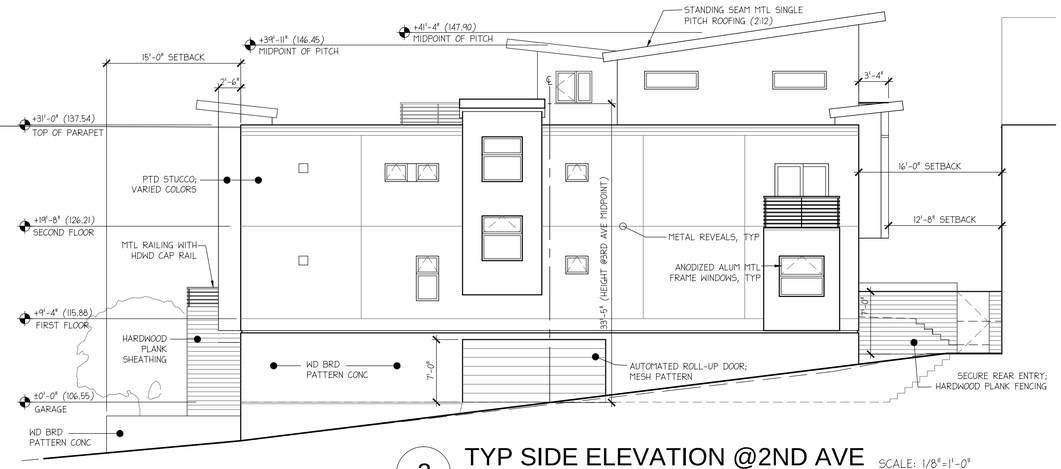
TYPICAL FLOOR PLANS (w/FLOOR AREA CALCS)

NO: 2013.07
DRAWN BY: JWT
SC: 3/16"=1'-0"
DATE: 10-03-14

A2.0



4 TYP SIDE ELEVATION @3RD AVE SCALE: 1/8"=1'-0"



3 TYP SIDE ELEVATION @2ND AVE SCALE: 1/8"=1'-0"

2 REAR ELEVATION (FACING NORTH) SCALE: 1/8"=1'-0"

1 FRONT ELEVATION @CASTLE (FACING SOUTH) SCALE: 1/8"=1'-0"

jt A D

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PROJECT

WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

DRAWING

EXTERIOR ELEVATIONS

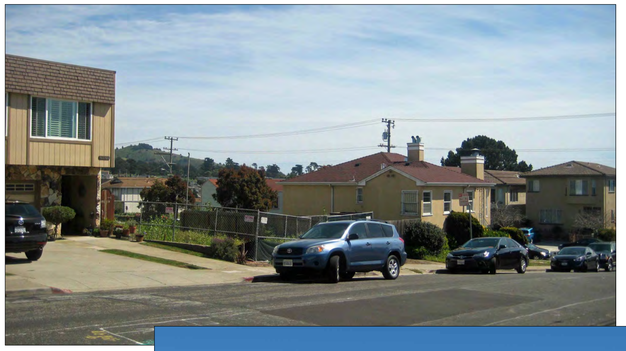
NO: 2013.07
DRAWN BY: JWT
SC: 1/8"=1'-0"
DATE: 11-03-14

A3.0

EXISTING

PROPOSED

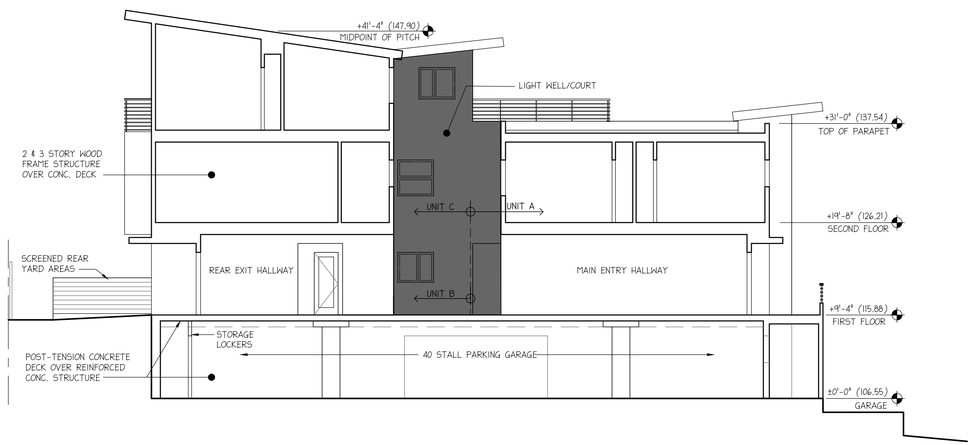
2 CASTLE ST VIEW (FRONT) NO SCALE



EXISTING

PROPOSED

3 2ND AVE VIEW (REAR) NO SCALE



1 CROSS SECTION DIAGRAM SCALE: 1/8"=1'-0"

jt A D

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PROJECT

WOODS FAMILY HOMES
89-2nd Avenue
Daly City, CA 94015

DRAWING

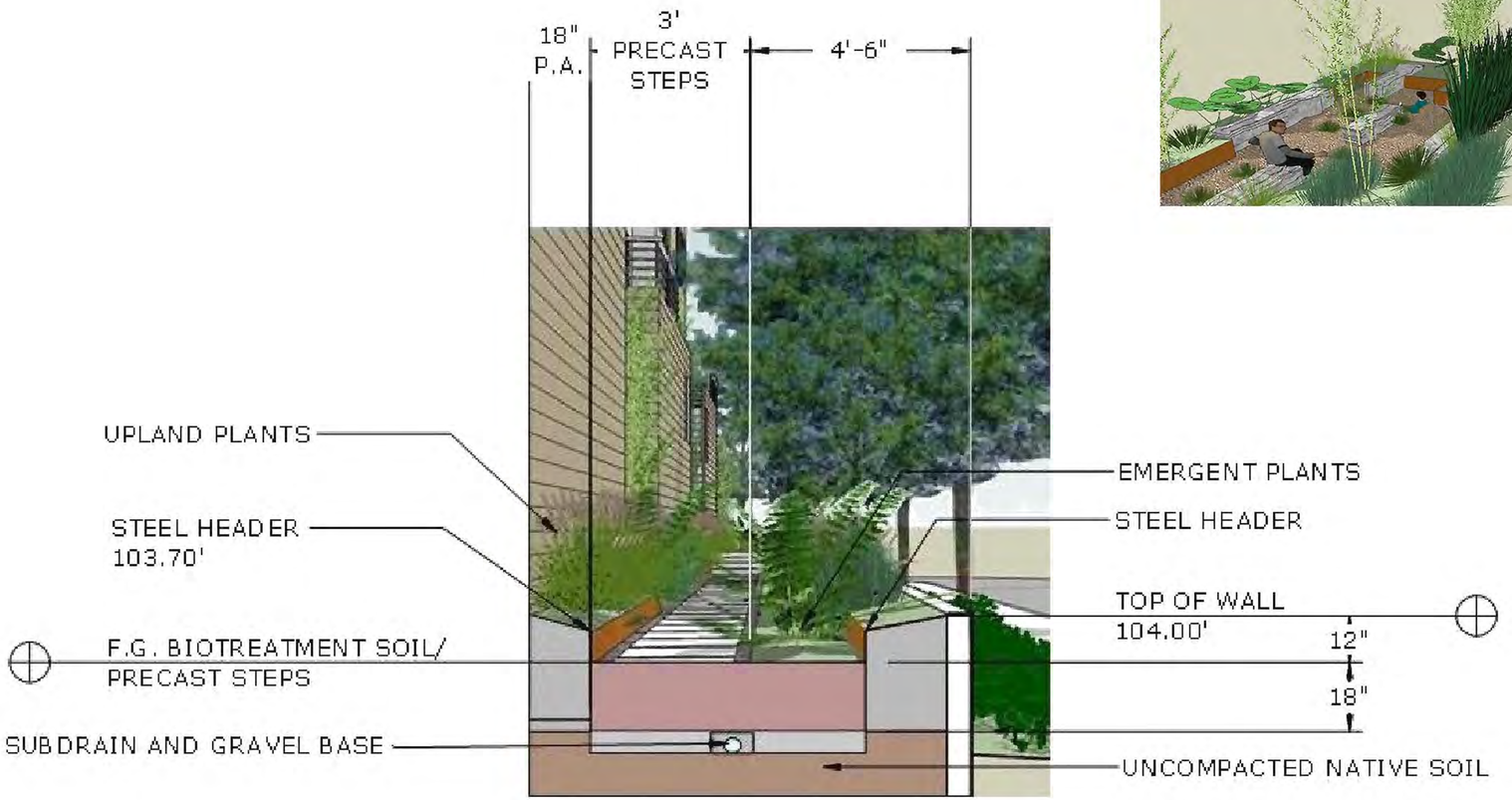
CROSS SECTION DIAGRAM & RENDERINGS

NO:	2013.07
DRAWN BY:	JWT
SC:	1/8"=1'-0"
DATE:	03-23-15

A4.0

WET/DRY PATH ALTERNATIVE

SECTION-SEE BELOW



URBAN DESIGN ASSOCIATES
1225 19TH STREET
SAN FRANCISCO, CA 94107
415 860-7019

89 SECOND AVENUE
DALY CITY, CALIFORNIA
APN: 006-234-030
SAN MATEO COUNTY

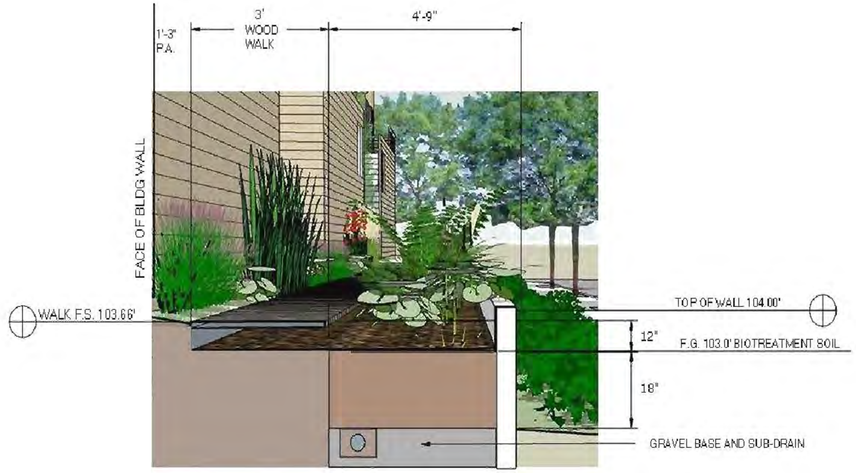
REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

SHEET NO:

OF SHEETS

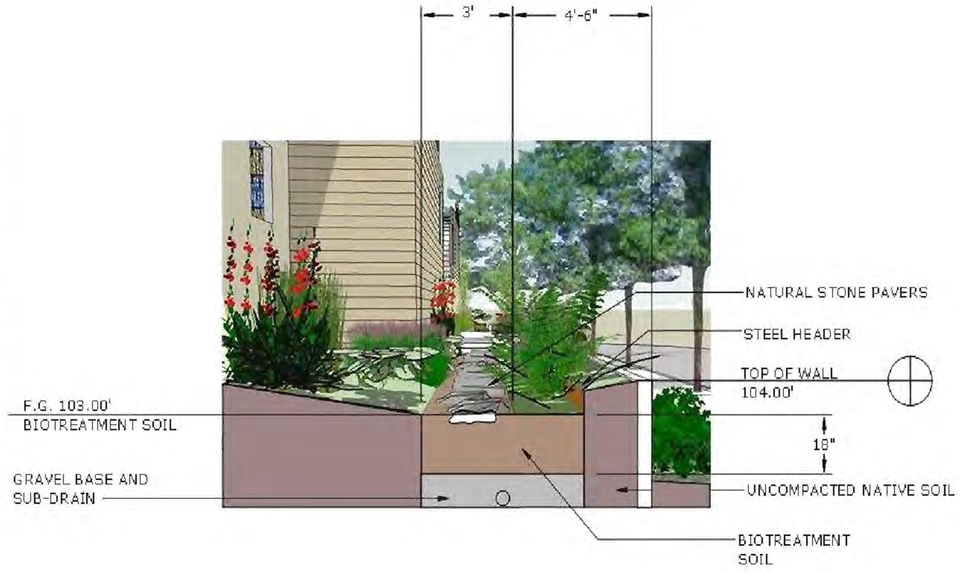
SECTION

BOARDWALK ALTERNATIVE



SECTION

STONE PATH ALTERNATIVE



URBAN DESIGN ASSOCIATES
1225 19TH STREET
SAN FRANCISCO, CA 94107
415 860-7019

89 SECOND AVENUE
DALY CITY, CALIFORNIA

APN: 006-234-030

SAN MATEO COUNTY

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

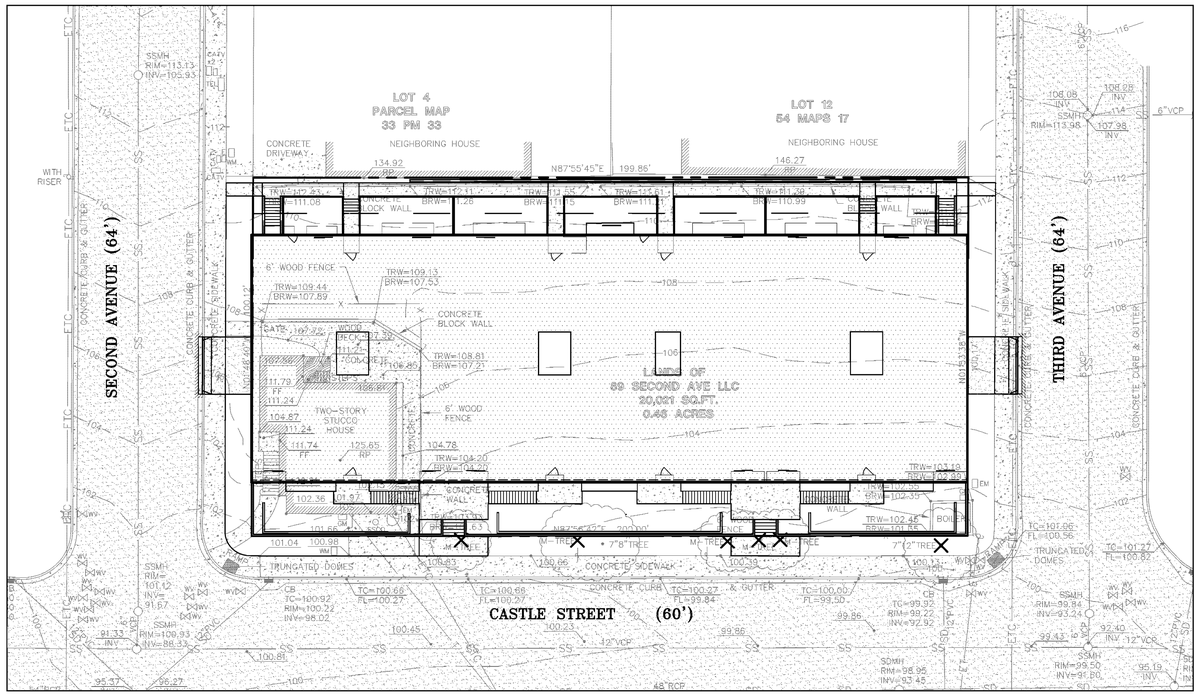
SHEET NO:

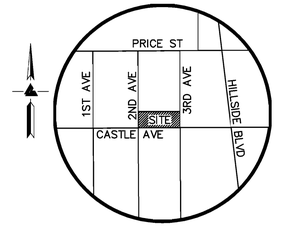
OF SHEETS

TENTATIVE TRACT MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		BOUNDARY
		PROPERTY LINE
		RETAINING WALL
		LANDSCAPE RETAINING WALL
	SUB	SUBDRAIN LINE
SD	SD	STORM DRAIN LINE
SS	SS	SANITARY SEWER LINE
W	W	WATER LINE
		SET BACK LINE
ET	ET	ELECTRICAL/TELEPHONE/ CABLE TV OVERHEAD LINE
T	T	TELEPHONE OVERHEAD LINE
SC	SC	SCUPPER
DS	DS	DOWN SPOUT
CB	CB	CATCH BASIN
AD	AD	AREA DRAIN
SDMH	SDMH	STORM DRAIN MANHOLE
SSMH	SSMH	SANITARY SEWER MANHOLE
222.57 INV	222.57 INV	STREET SIGN
200	200	SPOT ELEVATION
		FLOW DIRECTION
		BENCHMARK
		CONTOURS
XX" TREE	XX" TREE	TREE TO BE REMOVED





VICINITY MAP
NO SCALE

OWNER'S INFORMATION

OWNER:
RICHARD BATTAGLIA
1485 BAYSHORE BLVD, #149
SAN FRANCISCO, CA 94124

APN: 006-234-030

REFERENCES

THIS GRADING AND DRAINAGE PLAN IS SUPPLEMENTAL TO:

1. TOPOGRAPHIC SURVEY BY LEA & BRAZE ENGINEERING INC. ENTITLED;
   "TOPOGRAPHIC SURVEY"
   89 SECOND AVENUE
   DAILY CITY, CA 94015
   DATED: 08-07-14
   JOB# 2140675
2. ARCHITECTURAL PLAN BY JT ARCHITECTURE & DESIGN
   ENTITLED:
   "ARCHITECTURAL PLAN"
   89-2ND AVENUE
   DAILY CITY, CA 94015
3. SITE PLAN BY LEA & BRAZE ENGINEERING INC.
   ENTITLED:
   "SITE PLAN"
   89-2ND AVENUE
   DAILY CITY, CA 94015
4. SOIL REPORT BY H. ALLEN GRUEN, ENTITLED:
   "GEOTECHNICAL INVESTIGATION"
   360 GRAD AVENUE, #262
   OAKLAND, CA 94610
   JOB# 14-4327
   DATE: JANUARY 17, 2015

EXISTING ZONING: CNUR
PROPOSED ZONING: R-HD

FLOOD ZONE INFORMATION

THE SITE SHOWN ON THIS PLAN LIES WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN FROM FEMA MAP NUMBER 06081C0030E, EFFECTIVE DATE OCTOBER 16, 2012.

THE CONTRACTOR SHALL REFER TO THE ABOVE NOTED SURVEY AND PLAN, AND SHALL VERIFY BOTH EXISTING AND PROPOSED ITEMS ACCORDING TO THEM.

UTILITIES / SERVICES

WATER	CITY OF DALY CITY
SEWER	CITY OF DALY CITY
GAS	PACIFIC GAS AND ELECTRIC (PG&E)
ELECTRICITY	PACIFIC GAS AND ELECTRIC (PG&E)
TELEPHONE	AT&T
FIRE PROTECTION	CITY OF DALY CITY

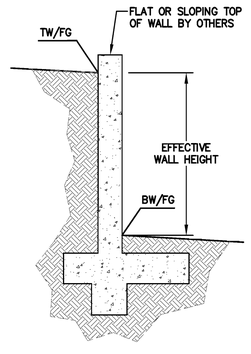
ABBREVIATIONS

AC	AREA CONCRETE	ST.	STREET
AD	AREA DRAIN	STA	STATION
BM	BENCHMARK	STD	STANDARD
BW/FG	BOTTOM OF WALL/FINISH GRADE	T	TELEPHONE
CB	CATCH BASIN	TC	TOP OF CURB
℄	CENTER LINE	TW/FG	TOP OF WALL/FINISH GRADE
CO	CLEANOUT	TYP	TYPICAL
CONC	CONCRETE	W/	WITH
CY	CUBIC YARD	W, WL	WATER LINE
DS	DOWN SPOUT	WM	WATER METER
EG	EXISTING GRADE		
EP	EDGE OF PAVEMENT		
(E)	EXISTING		
FC	FACE OF CURB		
FF	FINISHED FLOOR		
FG	FINISHED GRADE		
FH	FIRE HYDRANT		
FL	FLOW LINE		
FS	FINISHED SURFACE		
G	GAS		
GFF	GARAGE FINISHED FLOOR		
GB	GRADE BREAK		
HORIZ	HORIZONTAL		
INV	INVERT ELEVATION		
LF	LINEAR FEET		
MAX	MAXIMUM		
MH	MANHOLE		
MIN	MINIMUM		
MON.	MONUMENT		
(N)	NEW		
NO.	NUMBER		
NTS	NOT TO SCALE		
O.C.	ON CENTER		
(A)	PLANTING AREA		
PIV	POST INDICATOR VALVE		
P	PROPERTY LINE		
PP	POWER POLE		
PUE	PUBLIC UTILITY EASEMENT		
PVC	POLYVINYL CHLORIDE		
R	RADIUS		
RIM	RIM ELEVATION		
R/W	RIGHT OF WAY		
S	SLOPE		
S.A.D.	SEE ARCHITECTURAL DRAWINGS		
SC	SCUPPER		
SD	STORM DRAIN		
SDMH	STORM DRAIN MANHOLE		
SHT	SHEET		
SPEC	SPECIFICATION		
SS	SANITARY SEWER		
SSCO	SANITARY SEWER CLEANOUT		
SSMH	SANITARY SEWER MANHOLE		

RETAINING WALL NOTES

1. TW/FG REPRESENTS FINISHED EARTHEN GRADE OR PAVEMENT ELEVATION AT TOP OF WALL, NOT ACTUAL TOP OF WALL MATERIAL. BW/FG REPRESENTS FINISH EARTHEN GRADE OR PAVEMENT ELEVATION AT BOTTOM OF WALL NOT INCLUDING FILL FOUNDATION. GRADES INDICATED ON THESE PLANS REFER TO THE FINISHED GRADES ADJACENT TO THE RETAINING WALL, NOT INCLUDING FOOTING, FREEBOARD, ETC.
2. DIMENSIONS SHOWN IN BRACKETS SHOWN AS [X.X'] DENOTE THE EFFECTIVE WALL HEIGHT ONLY. THE ACTUAL WALL HEIGHT AND DEPTH MAY DIFFER DUE TO CONSTRUCTION REQUIREMENTS.
3. REFER TO SPECIFIC WALL CONSTRUCTION DETAIL FOR STRUCTURAL ELEMENTS, FREEBOARD, AND EMBEDMENT.
4. REFER TO ARCHITECTURAL, LANDSCAPE ARCHITECTURE, AND/OR STRUCTURAL PLANS FOR DETAILS, WALL ELEVATIONS, SUBDRAINAGE, WATERPROOFING, FINISHES, COLORS, STEEL REINFORCING, MATERIALS, ETC. PROVIDE CLIPS OR OTHER MEANS OF SECURING FINISH MATERIALS AS NECESSARY (WET SET INTO THE WALL).
5. ALL RETAINING WALLS SHOULD HAVE A BACK-OF-WALL SUB-SURFACE DRAINAGE SYSTEM INCLUDING WEEPHOLES TO PREVENT HYDROSTATIC PRESSURE.
6. SEE DETAIL SHEET FOR SPECIFIC INFORMATION.
7. PROVIDE GUARDRAIL (WHERE APPLICABLE AND DESIGNED BY OTHERS) AS REQUIRED FOR GRADE SEPARATION OF 30 INCHES OR MORE MEASURED 5' HORIZONTALLY FROM FACE OF WALL, PER CBC.

KEY MAP
1" = 20'



ESTIMATED EARTHWORK QUANTITIES

	CUT (CUBIC YARDS)	FILL (CUBIC YARDS)	SUB TOTAL (CUBIC YARDS)
BUILDING	870	130	(740)
BACK YARD	---	550	550
FRONT YARD	---	130	130
SUB TOTAL	870	810	60 EXPORT
NOTE:			

GRADING QUANTITIES REPRESENT BANK YARDAGE. IT DOES NOT INCLUDE ANY SWELLING OR SHRINKAGE FACTORS AND IS INTENDED TO REPRESENT IN-SITU CONDITIONS. QUANTITIES DO NOT INCLUDE OVER-EXCAVATION, TRENCHING, STRUCTURAL FOUNDATIONS OR PIERS, OR POOL EXCAVATION (IF ANY). NOTE ADDITIONAL EARTHWORKS, SUCH AS KEYWAYS OR BENCHING MAY BE REQUIRED BY THE GEOTECHNICAL ENGINEER IN THE FIELD AT TIME OF CONSTRUCTION. CONTRACTOR TO VERIFY QUANTITIES.

SHEET INDEX

TNT-1 TITLE SHEET
TNT-2 LOT LAYOUT PLAN
TNT-3 SECTION SHEET
TNT-4 PRELIMINARY GRADING & UTILITY PLAN
TNT-5 STORM WATER CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
JAMES TOBY
No. 63127
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
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SACRAMENTO REGION
3017 DOUGLAS BLVD, # 300
ROSEVILLE, CA 95661
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(F) (916)797-7363
WWW.LEABRAZE.COM

TENTATIVE MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA
APN: 006-234-030
SAN MATEO COUNTY

TITLE SHEET

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2141190
DATE:	6-30-15
SCALE:	AS NOTED
DESIGN BY:	JC
DRAWN BY:	WM/SH
SHEET NO:	TNT-1

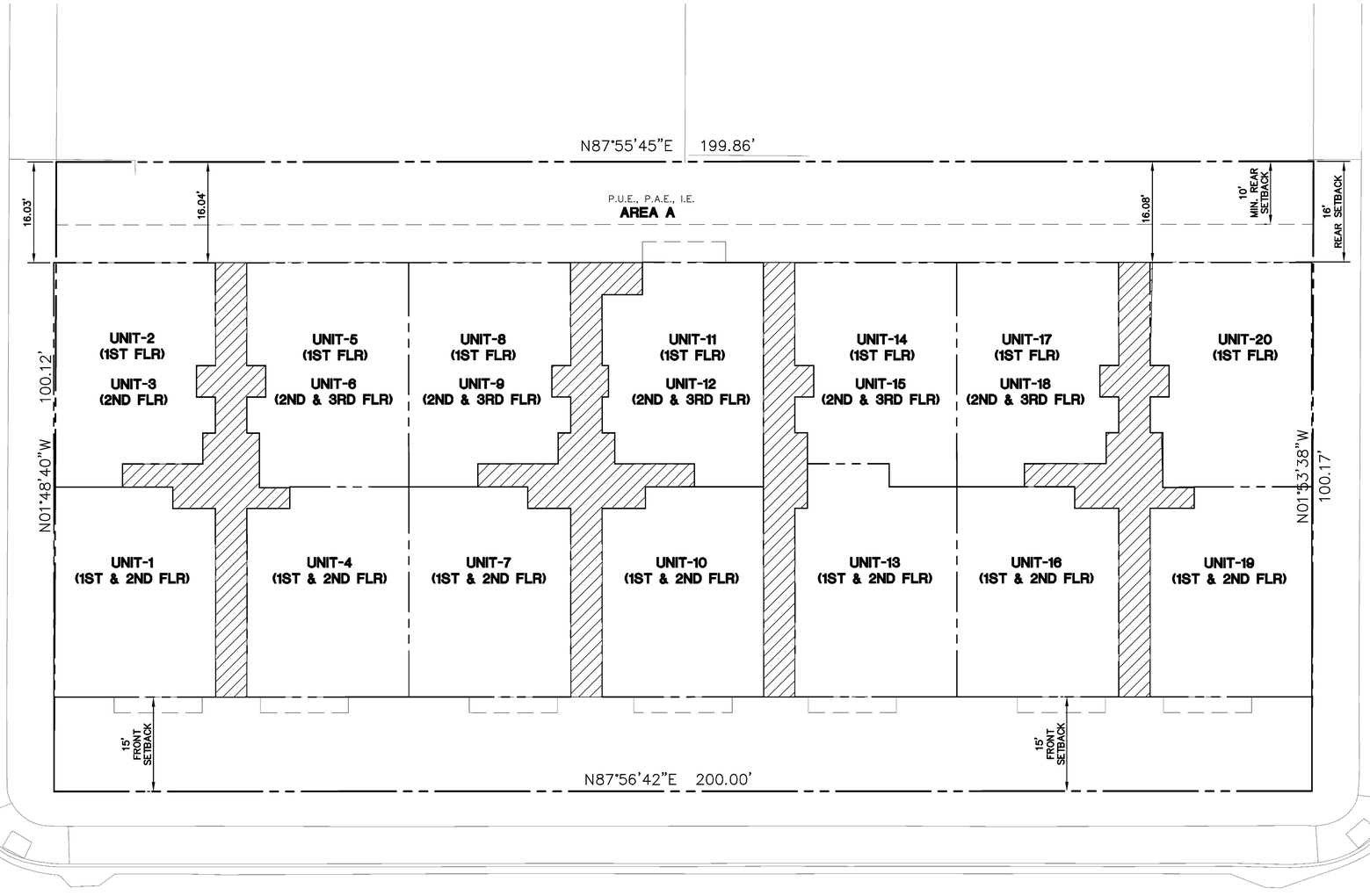
1 OF 5 SHEETS

SECOND AVENUE (64')

THIRD AVENUE (64')

LEGEND

P.U.E.: PRIVATE UTILITY EASEMENT
P.A.E.: PRIVATE ACCESS EASEMENT
I.E.: INGRESS–EGRESS EASEMENT



CASTLE STREET (60')

0 5 10 20
SCALE: 1" = 10'

INTERIOR COMMON SPACE

SUBDIVISION INTO 20 CONDOMINIUM UNITS.
ALL AREAS NOT DESIGNATED BY A PRIVATE UNIT SHALL BE ASSUMED TO BE COMMON AREA.

REGISTERED PROFESSIONAL ENGINEER
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TENTATIVE MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA

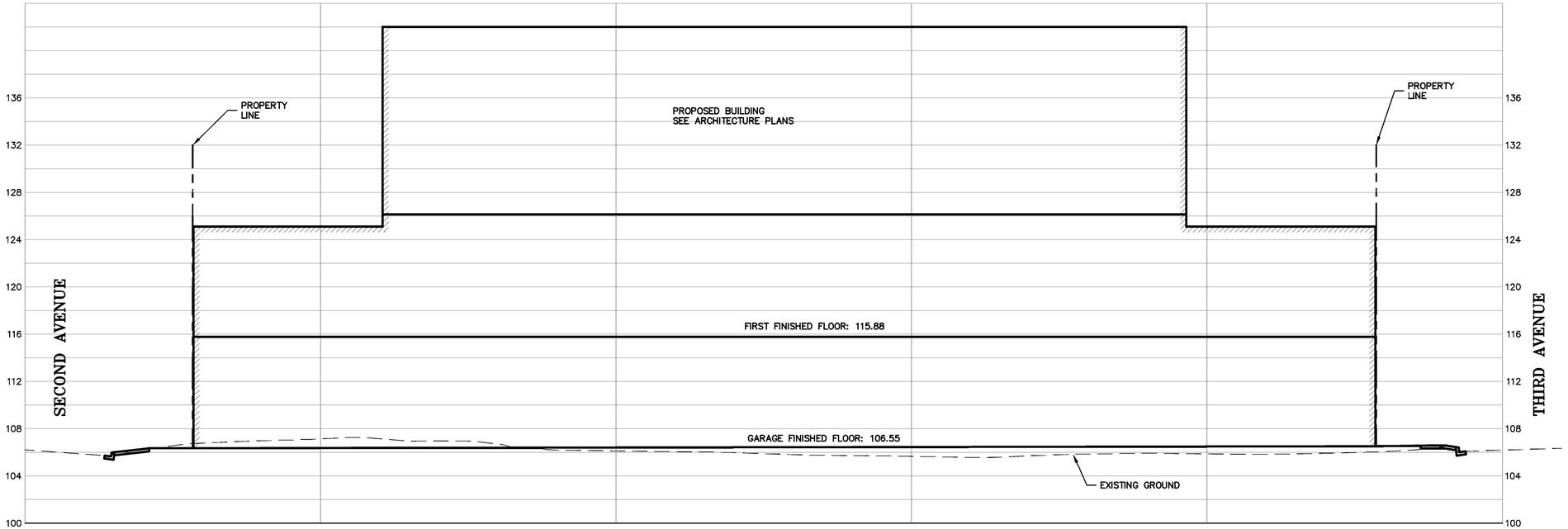
SAN MATEO COUNTY APN: 006-234-030

LOT LAYOUT PLAN

REVISIONS	BY
–	–
–	–
–	–
–	–
–	–

JOB NO:	2141190
DATE:	6-30-15
SCALE:	1" = 10'
DESIGN BY:	JC
DRAWN BY:	WM/SH
SHEET NO:	TNT-2

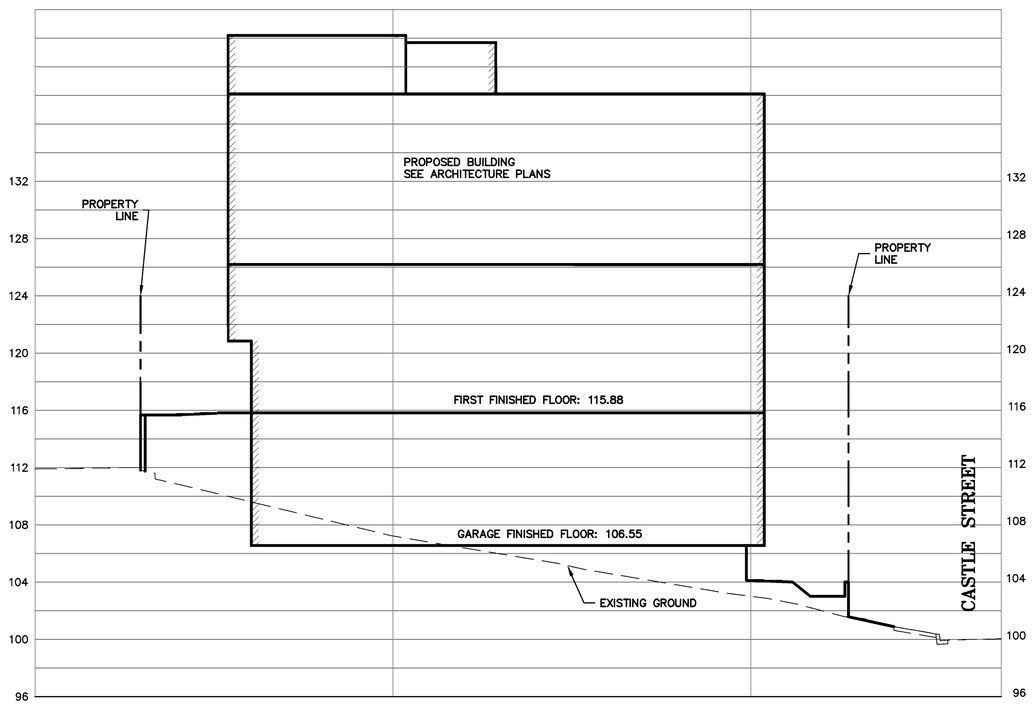
2 OF 5 SHEETS



A / TNT-3

SECTION A

SCALE 1"=10' HORIZ
1"=5' VERT



B / TNT-3

SECTION B

SCALE 1"=10' HORIZ
1"=5' VERT

REGISTERED PROFESSIONAL ENGINEER
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TENTATIVE MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA

SAN MATEO COUNTY

APN: 006-234-030

SECTION SHEET

REVISIONS	BY
–	–
–	–
–	–
–	–
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JOB NO:	2141190
DATE:	6-30-15
SCALE:	AS NOTED
DESIGN BY:	JC
DRAWN BY:	WM/SH
SHEET NO:	

TNT-3

3 OF 5 SHEETS

LEGEND:

- COLD MILL (E) AC PAVEMENT TO PROVIDE AC TIE IN (GRIND)
- AC PAVEMENT PER DETAIL
- LANDSCAPE AREA
- BIOTREATMENT AREA
- HARDSCAPE/WALKWAY

NOTES:

1. SEE SHEET TNT-1 FOR ABBREVIATIONS
2. ALL VALVES, BOXES, VAULTS, MANHOLES, ETC NOT DESIGNATED FOR REMOVAL SHALL BE RESET TO THE NEW GRADES.
3. EXISTING TWO STORY HOUSE AND ALL ABOVE GROUND FEATURE WILL BE REMOVE, DEMOLISH AND COMPACTED PRIOR TO STARTING CONSTRUCTION.

SCALE: 1" = 10'

SECOND AVENUE (64')

THIRD AVENUE (64')

CASTLE STREET (60')

(N) BUILDING
FIRST FF: 115.88
GFF: 106.55

REAR PATIO / YARD

GARAGE

6' WOOD FENCE

CONCRETE BLOCK WALL

(E) SIDEWALK TO REMAIN

PROPOSED BACKFLOW DEVICE PER CITY STANDARDS

PROPOSED WM PER CITY STANDARDS

REMOVE (E) WM

(E) CB TO REMAIN

GARAGE ENVELOPE

LANDSCAPE RETAINING WALL

MIN. REAR SETBACK 10'

REAR SETBACK 16'

FRONT SETBACK 15'

RESIDENTIAL DRIVEWAY 16'

TRUNCATED DOMES

CONCRETE CURB & GUTTER

CONCRETE SIDEWALK

WITH RISER AND STREET LIGHT

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REGISTERED PROFESSIONAL ENGINEER
JAMES TOBY
No. 63127
CIVIL
STATE OF CALIFORNIA
ORIGINAL SIGNATURES IN BLUE INK

TENTATIVE MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA

APN: 006-234-030

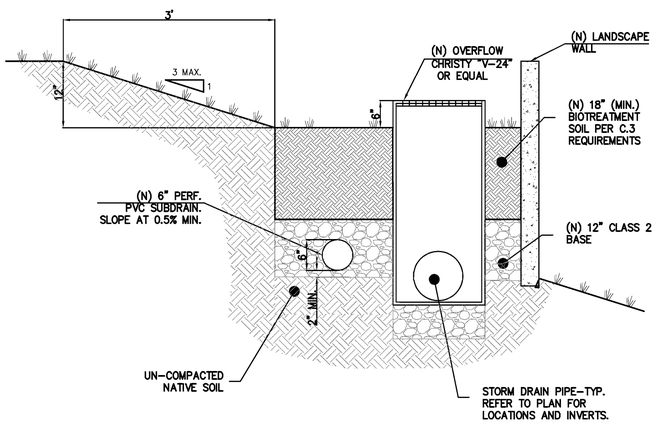
SAN MATEO COUNTY

PRELIMINARY GRADING & UTILITY PLAN

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO:	2141190
DATE:	6-30-15
SCALE:	AS NOTED
DESIGN BY:	JC
DRAWN BY:	WM/SH
SHEET NO:	TNT-4

4 OF 5 SHEETS



A / TNT-5 **TYPICAL BIO-TREATMENT AREA DETAIL**

NTS

STORMWATER MANAGEMENT PLAN TREATMENT AREA TABLE

DRAINAGE MANAGEMENT AREAS (DMA)	TOTAL IMPERVIOUS AREA	REQUIRED TREATMENT AREA U.N.O. (4%)	AVAILABLE TREATMENT AREA
DMA-1	5,485 SF	219 SF	243 SF
DMA-2	7,027 SF	281 SF	297 SF
DMA-3	5,513 SF	221 SF	243 SF

LEGEND:

- RUNOFF DRAINAGE DIRECTION
- AD — AREA DRAIN
- CB — CATCH BASIN
- DRAINAGE MANAGEMENT AREA
- BIORETENTION BMP

PROJECT DESCRIPTION:

89 SECOND AVENUE
DAILY CITY, CA 94014

APN: 006-234-030

DESCRIPTION OF FACILITY ACTIVITY:

CONSTRUCT HOUSING AND EXTEND UTILITIES TO SERVE THE RESIDENTS. FRONTAGE IMPROVEMENTS, ROUGH GRADING, DRIVEWAYS, AND UTILITY STUBS WILL BE INSTALLED FOR THESE IMPROVEMENTS.

DESCRIPTION OF WATER BODIES:

THE PROJECT WILL TIE INTO THE CITY'S EXISTING STORM DRAIN SYSTEM.

IDENTIFICATION OF POTENTIAL POLLUTANTS:

POSSIBLE POLLUTANTS FOR THIS SITE INCLUDE TRASH, SEDIMENTS, NUTRIENTS, DUST, CONSTRUCTION DEBRIS, AUTOMOBILE DEBRIS, AND PESTICIDES. THE CONSTRUCTION OF THE PROJECT AND THE LONG TERM MAINTENANCE SHOULD NOT ADD ANY OF THE FOLLOWING: COPPER, NICKEL, DIAZINON, MERCURY, CHLORIDANE, DDT, DIELDRIN, AND PCB'S.

BMP DESCRIPTION

THIS PROJECT USES BMP RECOMMENDATIONS FROM THE ALAMEDA COUNTY CLEAN WATER PROGRAM PUBLIC UTILITIES COMMISSION INCLUDING 2 FLOW THROUGH PLANTERS AND PERMEABLE PAVEMENT.

THE SITE IS APPROXIMATELY 20,021 SF. THE DEVELOPMENT WILL ADD APPROXIMATELY 18,025 SF OF IMPERVIOUS SURFACE. THE SITE WILL RETAIN APPROXIMATELY 10% PERVIOUS SURFACES, INCLUDING LANDSCAPING AREA AND BACK PATIO/YARD.

THE SITE IS DIVIDED INTO 3 DRAINAGE MANAGEMENT AREAS (DMA). ALL AREAS UTILIZE FLOW THROUGH PLANTERS.

POST CONSTRUCTION BMP MAINTENANCE AND/OR SOURCE CONTROL

FUEL, OIL PETROLEUM PRODUCTS, PESTICIDES, AND OTHER STORM DRAINAGE POLLUTANT SPILLS NEED TO BE CONTAINED. OWNERS SHALL SE ABSORBMENT MATERIAL ON SMALL SPILLS RATHER THEN HOSING SPILLS DOWN. REMOVE THE ABSORBENT MATERIAL PROMPTLY AND DISPOSE OF PROPERLY, AS REQUIRED BY CITY, STATE AND FEDERAL REGULATIONS.

DRAINAGE INLETS SHALL BE INSPECTED MONTHLY AND KEPT CLEAN OF ANY TRASH THAT MAY HAVE ACCUMULATED. IT IS THE RESPONSIBILITY OF THE PROPERTY MANAGER/OWNER TO HAVE THOSE INSPECTIONS PERFORMED, DOCUMENTED AND ANY REPAIRS MADE.

A. LANDSCAPE MAINTENANCE

LANDSCAPE AREAS SHALL BE COVERED WITH PLANTS OR SOME TYPE OF GROUND COVER TO MINIMIZE EROSION. NO AREAS ARE TO BE LEFT AS BARE DIRT THAT COULD ERODE. MOUNDING SLOPES SHALL NOT EXCEED 2 HORIZONTAL TO 1 VERTICAL.

PESTICIDES AND FERTILIZERS SHALL BE STORED AS HAZARDOUS MATERIALS AND IN APPROPRIATE PACKAGING. OVER SPRAYING ONTO PAVED AREAS SHALL BE AVOIDED WHEN APPLYING FERTILIZERS AND PESTICIDES. PESTICIDES AND FERTILIZERS WILL BE PROHIBITED FROM STORAGE OUTSIDE.

THE LANDSCAPE AREAS SHALL BE INSPECTED AND ALL TRASH PICKED UP AND OBSTRUCTIONS TO THE DRAINAGE FLOW REMOVED ON A MONTHLY BASIS MINIMUM. THIS SITE HAS BEEN DESIGNED WITH EFFICIENT IRRIGATION AND DRAINAGE TO REDUCE PESTICIDE USE. PLANTS HAVE BEEN SELECTED BASED ON SIZE AND ARE SITUATED TO REDUCE MAINTENANCE AND ROUTINE PRUNING.

THE INTEGRATED PEST MANAGEMENT INFORMATION ATTACHED WILL BE PROVIDED TO BUILDING MANAGEMENT.

B. DRAINAGE COLLECTION MANAGEMENT

THE STORM DRAINAGE SYSTEM CONSISTS OF AREA DRAINS, CATCH BASINS, BUBBLERS, COLLECTION AND DISTRIBUTION PIPING, SWALES, AND CLEAN OUTS.

THE STORM DRAINAGE COLLECTION SYSTEM SHALL BE CLEANED YEARLY BY THE PROPERTY MANAGEMENT/OWNER. THE INSPECTION SHALL BE PERFORMED DURING THE DRY SEASON. THIS INCLUDES THE FOLLOWING;

*ALL TRASH AND OBSTRUCTIONS SHALL BE REMOVED FROM AREA DRAINS, BUBBLERS, CLEAN OUTS, AND CATCH BASINS.

C. FLOW THROUGH PLANTER

MAINTENANCE AGREEMENT
UPON ACCEPTANCE OF THE DESIGN CONCEPT, A MAINTENANCE AGREEMENT WILL BE DEVELOPED REQUIRING THE PROPERTY MANAGER/OWNER TO PROVIDE THE FOLLOWING INFORMATION ON A ROUTINE BASIS. THESE REQUIREMENTS APPLY ONLY TO THE PORTION OF THE FLOW THROUGH PLANTER USED FOR STORM WATER TREATMENT.

MAINTENANCE STANDARDS:

*SOILS AND PLANTINGS MUST BE MAINTAINED, INCLUDING ROUTINE PRUNING, MOWING, IRRIGATION, REPLENISHMENT OF MULCH, WEEDING, AND FERTILIZING WITH A SLOW-RELEASE FERTILIZER WITH TRACE ELEMENTS. .

*REMOVE OBSTRUCTIONS AND TRASH FROM FLOW THROUGH PLANTER.

*ONLY PESTICIDES AND FERTILIZERS THAT ARE ACCEPTED WITHIN THE INTEGRATED PEST MANAGEMENT APPROACH FOR USE IN FLOW THROUGH PLANTERS SHALL BE USED.

*EROSION AT INFLOW POINTS MUST BE REPAIRED.

FLOW THROUGH PLANTERS SHALL BE INSPECTED AND MAINTAINED MONTHLY TO REVIEW:

*OBSTRUCTION AND TRASH

*IF PONDED WATER IS OBSERVED, THE SURFACE SOILS SHALL BE REMOVED AND REPLACED AND SUBDRAIN SYSTEM INSPECTED.

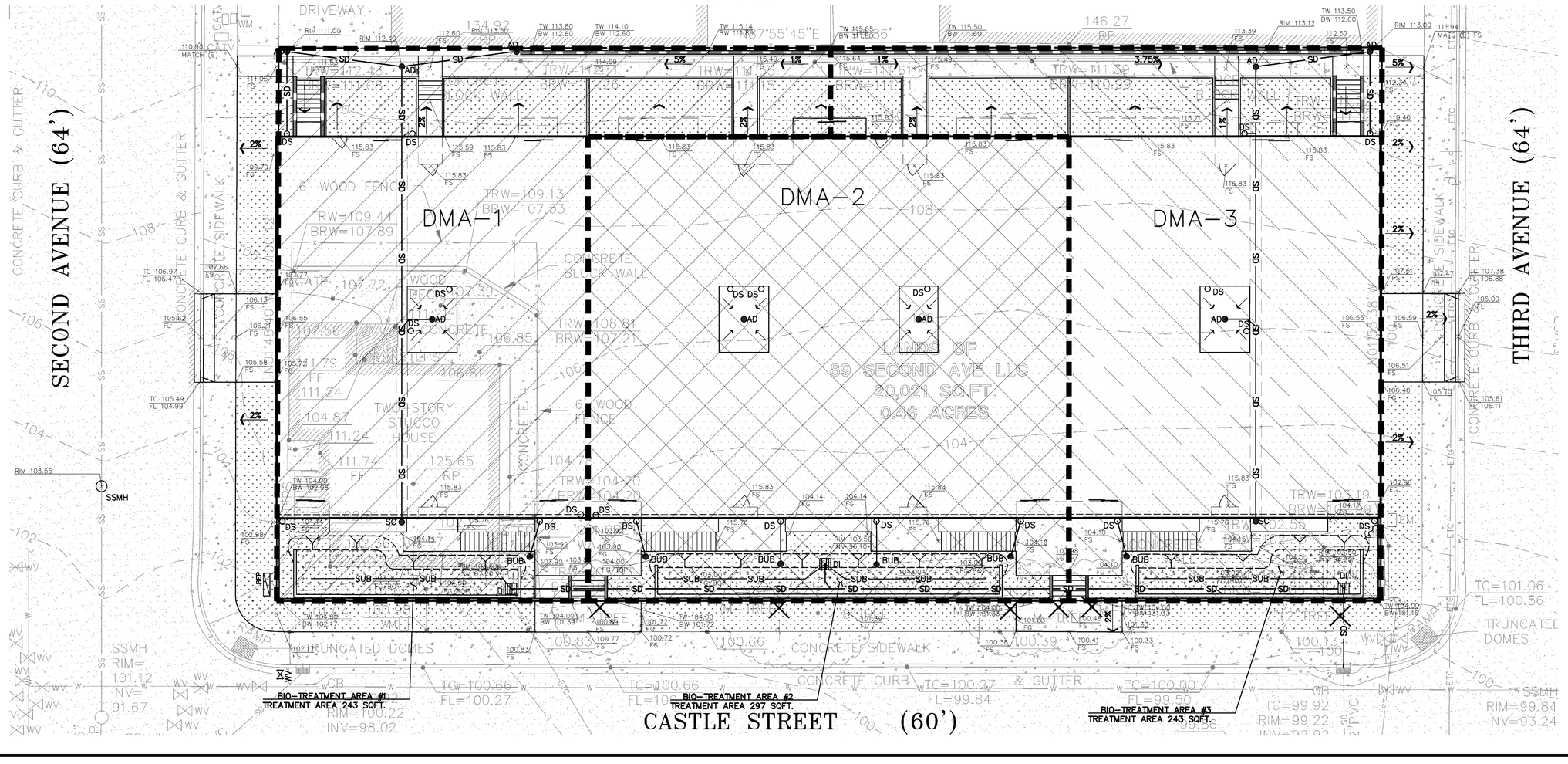
*CONDITION OF GRASSES.

D. TRAINING PROGRAM

A COPY OF THE STORM WATER MANAGEMENT PLANS (SWMP) WILL BE MADE AVAILABLE TO PERSONNEL IN CHARGE OF FACILITY MAINTENANCE AND WILL BE DISTRIBUTED TO THE SUBCONTRACTOR REPRESENTATIVE ENGAGED IN THE MAINTENANCE OR INSTALLATION OF THE BMP'S.

MATERIAL PRESENTED IN THE INTEGRATED PEST MANAGEMENT PROGRAM WILL BE MADE AVAILABLE TO PERSONNEL IN CHARGE OF FACILITY MAINTENANCE AND WILL BE DISTRIBUTED TO THE SUBCONTRACTOR REPRESENTATIVE ENGAGED IN THE MAINTENANCE OR INSTALLATION OF THE BMP'S.

A COPY OF THE YEARLY INSPECTION REPORTS SHALL BE MANAGED BY THE PROPERTY MANAGER/OWNER.



0 5 10 20

SCALE: 1" = 10'

REGISTERED PROFESSIONAL ENGINEER — JAMES TOBY — No. 63127 — CIVIL — STATE OF CALIFORNIA — ORIGINAL SIGNATURES IN BLUE INK

LEA & BRAZE ENGINEERING, INC.
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TENTATIVE MAP
89 SECOND AVENUE
DALY CITY, CALIFORNIA
SAN MATEO COUNTY
APN: 006-234-030

STORM WATER CONTROL PLAN

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO:	2141190
DATE:	6-30-15
SCALE:	1" = 20'
DESIGN BY:	JC
DRAWN BY:	WM/SH
SHEET NO:	TNT-5

5 OF 5 SHEETS

AFFORDABLE HOUSING PLAN

For
Woods Family Homes, 89-2nd Ave., Daly City, CA

Developer: Woods Family Investments, LP
Contact: Kieran Woods
Date Resubmitted: September 15, 20015

Per 17.47.100 of the City's Affordable Housing Ordinance, the City Manager must approve, conditionally approve, or reject the Affordable Housing Plan within 60 days of the date of a complete application for that approval.

Staff has reviewed this Affordable Housing Plan as attached and recommends approval. **The Plan proposes to pay affordable housing impact fees of $22 per living space. This is estimated to be $627,132.**

Staff Review:

Betsy Zobell
HCD Supervisor

Tatum Mothershead
Interim ECD Director

Approved by:

Patricia Martel, City Manager

9/16/2015

Date

AFFORDABLE HOUSING PLAN

For
Woods Family Homes, 89-2nd Ave, Daly City, CA

Developer: Woods Family Investments, LP
Contact: Kieran Woods
Email: office@kjwoods.com
Date ReSubmitted: September 15, 2015

---

1) Describe the location, structure (attached, semi-attached, or detached), proposed tenure, and size of the proposed Project.

Woods Family Homes is a community of 20 condominium homes, including 7 flats and 13 townhome units. The homes will range in size from 780 to 1860 square feet offering both two bedroom/one bath & 3 bedroom/2.5 bath combinations. All the units will be situated above a secure enclosed parking garage providing two spaces per unit which will be partially below grade having both elevator and stair access to the first level (main entry level) of housing. Open space requirements will be met with a combination of private decks and yards for each unit and a shared front yard space to be maintained by the homeowners association. At this time, market rate home prices are anticipated to range from $400,000 to $900,000. It is estimated that homeowners will pay a monthly assessment ranging from $350 to $450 per month. The developer plans to offer some units as rental units before they are sold as condominiums.

Per the Daly City affordable housing ordinance that allows for paying an impact fee in lieu of the affordable housing requirement, we propose to pay the impact fee based on the rates provided by the city housing coordinator.

2) Specify which of the following the Affordable Housing Plan proposes, and provide the required information:

a) Build the Required Affordable Units [17.47.050 B]
After extensive discussion between the Daly City attorney and our attorney, we propose to pay the impact fee in lieu of the requirement for affordable housing units.

b) Pay the Impact Fee [17.47.050 B]
i) Describe the basis for calculating the Impact Fee.

Based on Resolution 14-55, the rate for condominiums is $22/sf and our project total for habitable space is 28,506 sf. Our calculated fee requirement would then be $627,132. We understand this payment is due when the building plans are deemed ready for issuance after planning and building departments complete their plan check review process.

3) If the Affordable Housing Plan proposes something other than the building of the required Affordable Units, please describe the benefit(s) of your proposal compared to provision of the Affordable Units.

The income provided by the owner with the impact fee calculated under item 2b will aid in the development of projects with a greater capacity to provide more affordable units than this project would otherwise provide at four units.

4) Provide any other information reasonably requested by the City Manager to assist with evaluation of the Plan under the standards of the ordinance.

Additional Information can be provided at the City Manager's request.

NOTE: An approved Affordable Housing Plan is required for project approval. An Affordable Housing Agreement executed between City and Developer is required for issuance of building permit. The Affordable Housing Agreement shall stipulate that the City will choose a BMR administrator to administer the sale of BMR units for the project, and the Developer shall cover the cost of the BMR administrator.

Daly City Planning Commission
Agenda Report

333 - 90th Street ◆Daly City ◆ California ◆ 94015 ◆ 650-991-8033

Meeting Date:	November 4, 2015
Application:	Use Permit UPR-10-15-11736 (Sign Program)
Project Planner:	Michael Van Lonkhuysen, Interim Planning Manager
Project Location:	505 Skyline Drive (APN 008-053-010)
Project Description:	Sign program for service station currently under construction
Applicant and Property Owner:	Severum, LLC 3182 Campus Avenue, Suite 222 San Mateo, California 94403
Environmental Assessment:	Categorically Exempt per CEQA Guidelines Section 15303 (New Construction)
Applicable Daly City Municipal Code Sections:	Chapter 17.32 – Signs

Site Information

Property Sizes	**Existing Use**	**Proposed Use**	**General Plan Designation**	**Current Zoning**
13,260 square feet (0.3 acres)	Closed gasoline service station	Gasoline service station	Commercial - Service	C-1 Light Commercial

Area Information

Land Use	**Zoning**
North: Residential	R-1 Single-Family Residential District
South: Residential	R-1 Single-Family Residential District
West: Residential	R-1 Single-Family Residential District
East: State Highway 35	[none]

Background

The applicant, Severum, LLC, is proposing wall, monument, and pole signs at the service station currently under construction at 505 Skyline Drive (see Attachment A – Location Map). The applicant received use permit approval in October 2013 to reconstruct a service station where a service station previously existed at 505 Skyline Drive. In March 2014, the applicant received approval to amend the use permit to expand the canopy size and number of fuel dispensers from two to four.

In combination, the proposed signs exceed the area and height allowances allowed by the Zoning Ordinance for the subject property (see Attachment B – Proposed Sign Program). The applicant must therefore receive sign program approval from the Planning Commission and City Council prior to sign installation.

Discussion

The applicant has proposed twelve illuminated signs on the subject property, distributed among the site's primary convenience market/auto service building, fuel canopy, and monument sign near the southeast corner of Skyline Drive and Westmoor Avenue. The combined areas of these signs is 367 square feet, where the Zoning Ordinance permits a maximum area of 188 square feet (125 square feet maximum is normally permitted, but the site has two property frontages, qualifying it for another 63 square feet). The proposed sign area for the site represents a 95 percent deviation from the area allowed (see Attachment C – Sign Area Summary).

Among these signs is a proposed pole sign which is proposed to be 30 feet in height, where the Zoning Ordinance restricts the height of pole signs to 22 feet in height. Pole signs are permitted in commercial zoning districts if the property has a minimum primary lot frontage of fifty feet (which this site provides), subject to the 22-foot height limitation and a 75 square foot (single-face) area limitation. The proposed sign is 30 feet tall and 166 feet in area, significantly exceeding the sign area allowance established by the Zoning Ordinance.

The applicant has indicated that the height of the adjacent building, which is 17 feet, necessitates a taller, larger sign to provide visibility to motorists traveling north-bound on Highway 35, further assuring the economic viability of the service station. In situations where the minor allowances are necessary to compensate for distance or difference in elevation from primary viewing angles to overcome obstructions to visibility (wires, poles, trees, conforming signs or other property), the Zoning Ordinance authorizes the property owner to apply for sign program (use permit) approval to establish specific requirements for exterior signs related to the business.

As indicated in the site plan, the shape of the subject site necessitates that the pole sign be placed adjacent to the north wall of the building, effectively obscuring it from the view of north-bound motorists. Although supportive of a taller sign height to elevate its visibility, staff is concerned that a taller and larger sign could negatively impact the neighborhood aesthetic. Furthermore, the proposed LED message board identified in the sign copy is not allowed by the Zoning Ordinance. Staff is therefore recommending approval of the sign program, including pole sign, subject to the following Conditions of Approval:

1. The maximum sign area shall be reduced to 100 square feet;

2. The maximum sign height shall be reduced to 27 feet; and

3. The sign shall omit the LED message board, but may instead provide copy indicating services provided on-site.

The above restrictions would essentially allow for a 10-foot by 10-foot sign (a 13-foot by 13-foot sign is proposed), with the entirety of the sign visible to north-bound motorists over the top of the building. As for the balance of the signs proposed, staff is also recommending the following Conditions of Approval:

1. The LED sign proposed on the east elevation shall be eliminated;

2. The "Smog and Lube" copy identified on the west elevation shall be non-illuminated;

3. The "Valero" copy on the canopy south elevation shall be non-illuminated;

4. The monument sign at the Westmoor/Skyline Drive intersection shall receive a solid base, with veneer and decorative trim and cap to complement the design of the new service station.

The first three of the above requirements are already incorporated into the Conditions of Approval adopted by the City Council in 2013 for the service station use permit. Staff has no issue with the other signs proposed.

Findings

Staff finds that, as conditioned, the proposed sign program is in compliance with Title 17 (Zoning) of the Daly City Municipal Code. Approval of Use Permit UPR-10-15-11736 would not be detrimental to the health, safety, morals, comfort and general welfare of persons residing in or working in the neighborhood, or be injurious or detrimental to the property and improvements in the neighborhood or the general welfare of the city. These findings are based on the following facts:

1. In accordance with Title 17 of the Daly City Municipal Code, as well as applicable State zoning enabling legislation, the Planning Commission conducted a public hearing on November 4, 2015. Legal public notice of said hearing was provided by newspaper publication on October 23, 2015, posting and via first class mailing to property owners within 300 feet of the site.

2. Staff has reviewed the proposal under the requirements of the California Environmental Quality Act (CEQA) and has determined the project is Categorically Exempt per Section 15303 (New Construction).

3. As conditioned, the proposed project is consistent with Zoning Ordinance Chapter 17.32 – Signs.

4. The proposed development is located within the Daly City Coastal Zone and the Planning Commission has previously found that the station's operation is a vital component of Daly City's Local Coastal Program. The Commission desires to ensure the long-term viability of the gasoline station and therefore finds that the allowance of increased sign height and area furthers this objective.

5. The Commission's imposition of sign area and height restrictions are intended to ensure that signs on the subject property, while assuring the visibility of the service station, are not detrimental to the neighborhood aesthetic.

Conditions of Approval

A. DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT

General

1. Within thirty (30) days of Council approval, the applicant shall file with the City Clerk a Declaration of Acceptance of all conditions. Until said declaration is filed, the project shall not be granted for any permits sought from the City.

2. If building permits are not issued and construction diligently pursued within one year of approval of the use permit approval, the use permit shall become invalid.

3. The applicant shall submit signage material details for review and approval by the Planning Division.

4. The Use Permit shall be valid for a period of one year from the date of City Council approval. The approval shall terminate if a building permit has not been obtained and construction commenced within one-year of City Council approval of the project.

Sign Program

5. The maximum sign area shall be reduced to 100 square feet;

6. The maximum sign height shall be reduced to 27 feet; and

7. The sign shall omit the LED message board, but may instead provide copy indicating services provided on-site.

8. The LED sign proposed on the east elevation shall be eliminated;

9. The "Smog and Lube" copy identified on the west elevation shall be non-illuminated;

10. The "Valero" copy on the canopy south elevation shall be non-illuminated;

11. The monument sign at the Westmoor/Skyline Drive intersection shall receive a solid base, with veneer and decorative trim and cap to complement the design of the new service station.

Recommendations

Staff recommends that the Planning Commission forward to the City Council the following actions:

1. Adopt the Findings as outlined herein;

2. Affirm the Environmental Assessment; and

3. Approve Use Permit UPR-10-15-11736 (Sign Program), subject to the Findings and Conditions outlined herein.

Respectfully submitted,

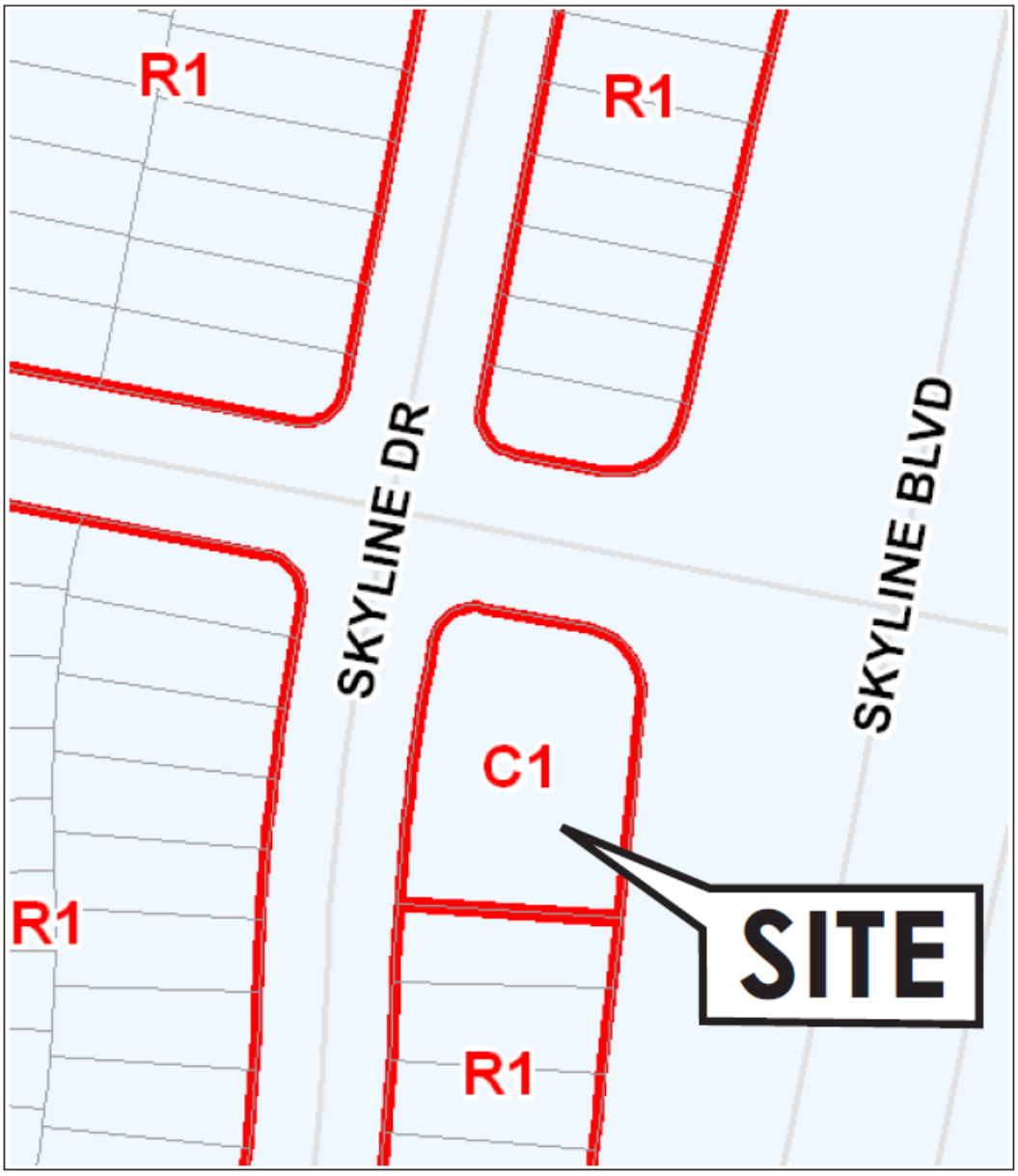
Michael VanLonkhuysen
Interim Planning Manager

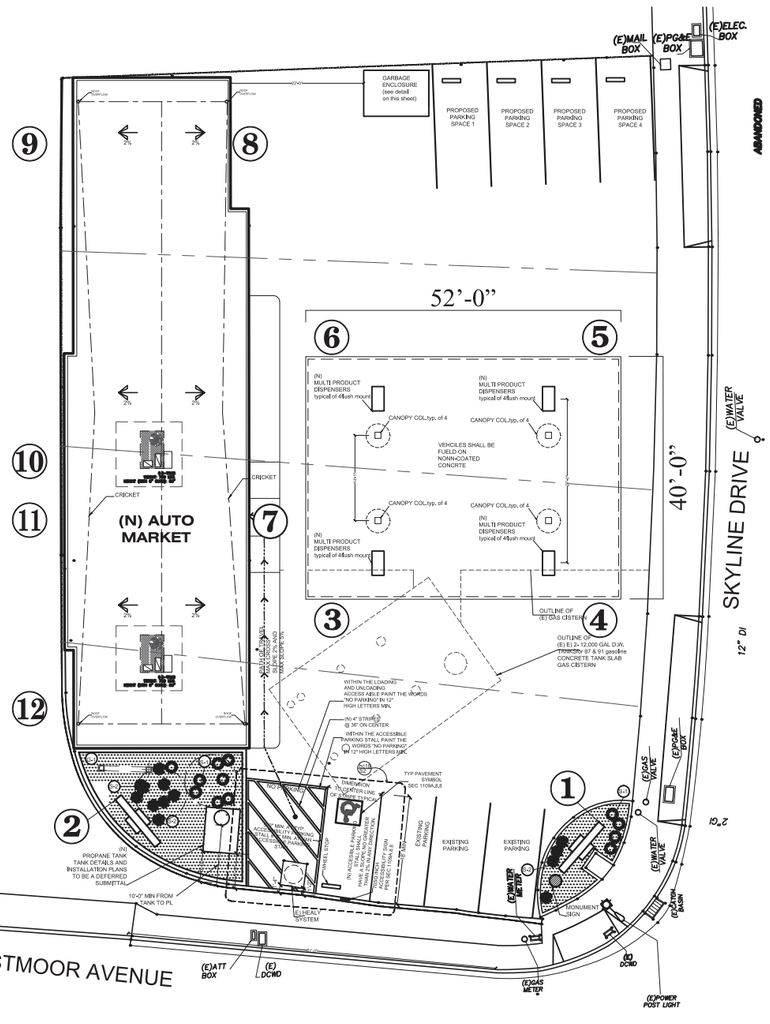
Tatum Mothershead
Interim Director of Economic and Community Development

Attachments

Attachment A – Location Map
Attachment B – Proposed Sign Program
Attachment C – Sign Area Summary

G:\Planning\Current Planning Projects\505 Skyline Drive - Sign Program for Service Station\Planning Commission - November 4, 2015\pc110415.mtv.doc


R1
R1
SKYLINE DR
SKYLINE BLVD
C1
SITE
R1
R1



SITE PLAN
SCALE: 1" = 25'-0"

N

EXISTING SITE

IMPORTANT NOTE!

THESE DRAWINGS ARE STRICTLY A REPRESENTATION OF THE DESIRED VALERO IMAGE AND COLOR SCHEME. AND, MAY NOT REPRESENT THE FINAL IMAGE STRATEGY FOR THIS SITE WHICH MAY HAVE TO BE ADJUSTED DUE TO PERMITTING AND/OR BUDGETARY ISSUES.

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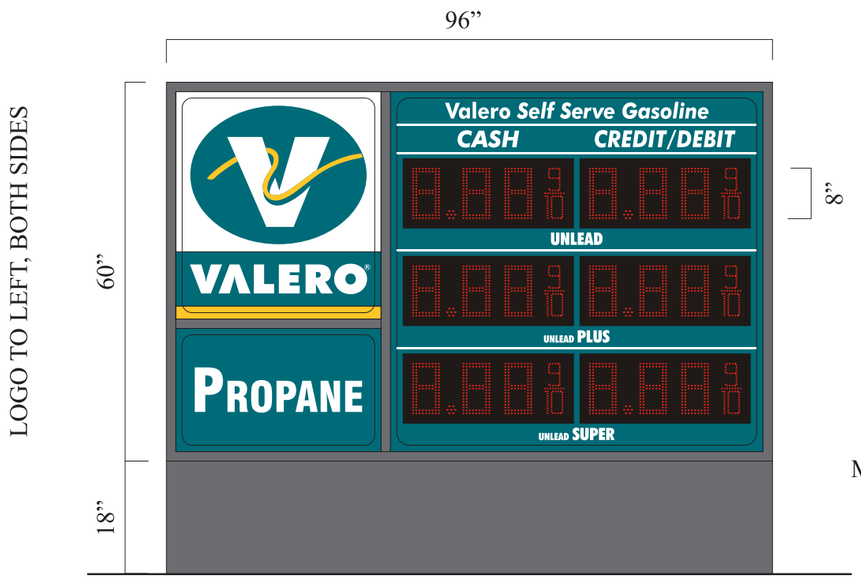
CUSTOMER APPROVAL

SIGN AND PRINT FULL NAME _____ DATE _____

NO. M5840 **PAGE: 1 OF 7**
DATE: 10.09.15BA
REV:

VALERO
505 SKYLINE DR.
DALY CITY CA 94015

SIDE A

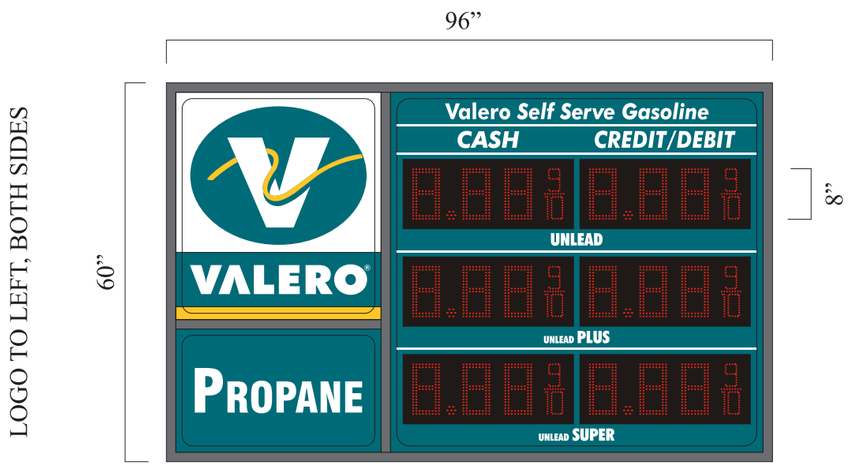


PAINT CABINETS
AND STRUCTURE VALERO
MOCKINGBIRD (DARK GRAY)

① INSTALL NEW INTERNALLY ILLUMINATED D/F PRICE/ID SIGN

SCALE: 1/2”=1’-0”

SIDE B



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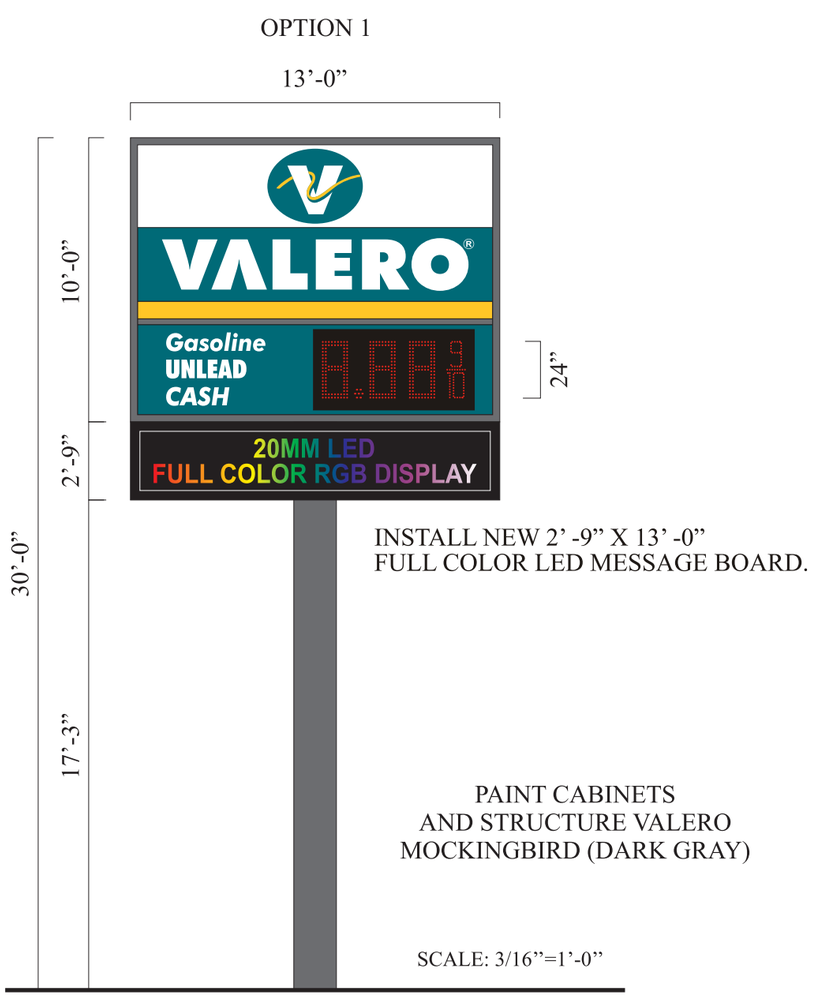
OPTION 1



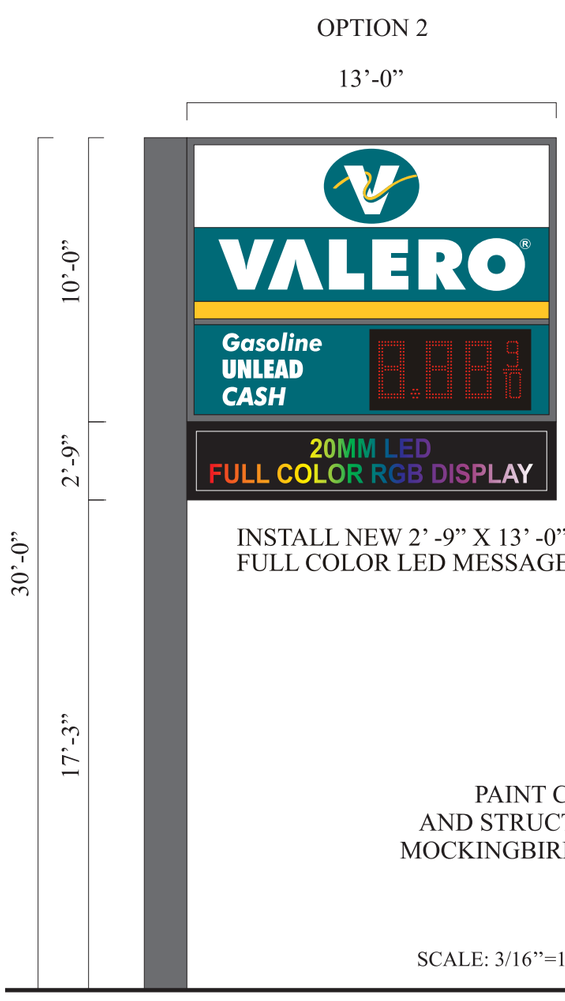
INSTALL NEW 2’ -9” X 13’ -0”
FULL COLOR LED MESSAGE BOARD.

PAINT CABINETS
AND STRUCTURE VALERO
MOCKINGBIRD (DARK GRAY)

SCALE: 3/16”=1’-0”

② INSTALL NEW INTERNALLY ILLUMINATED
D/F HI-RISE POLE SIGN, 30’-0” OAH
INSTALL

OPTION 2



FLAG MOUNT SIGN CABINET
TOWARD HWY 35 (SKYLINE BLVD)

INSTALL NEW 2’ -9” X 13’ -0”
FULL COLOR LED MESSAGE BOARD.

PAINT CABINETS
AND STRUCTURE VALERO
MOCKINGBIRD (DARK GRAY)

SCALE: 3/16”=1’-0”

② INSTALL NEW INTERNALLY ILLUMINATED
D/F HI-RISE FLAG MOUNTED POLE SIGN, 30’-0” OAH

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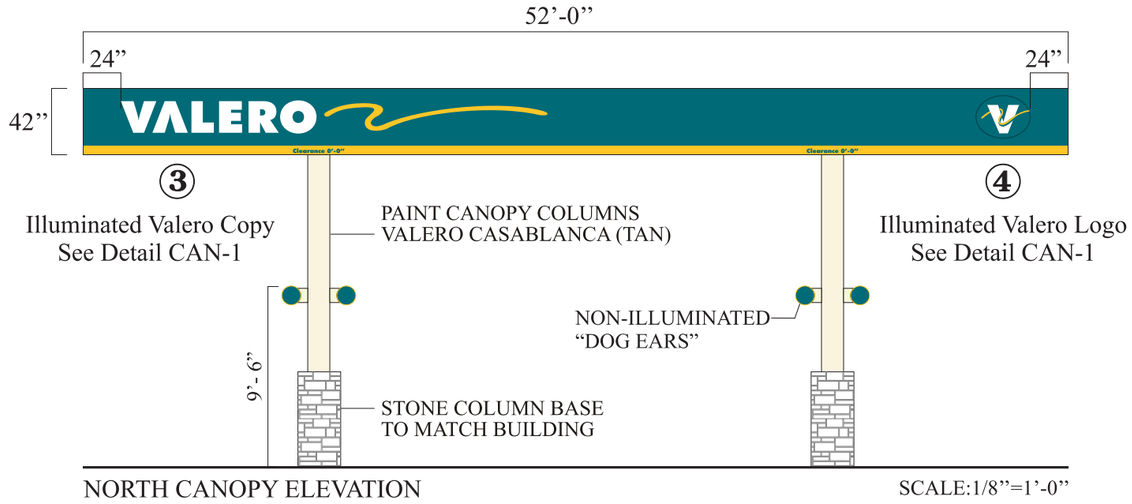
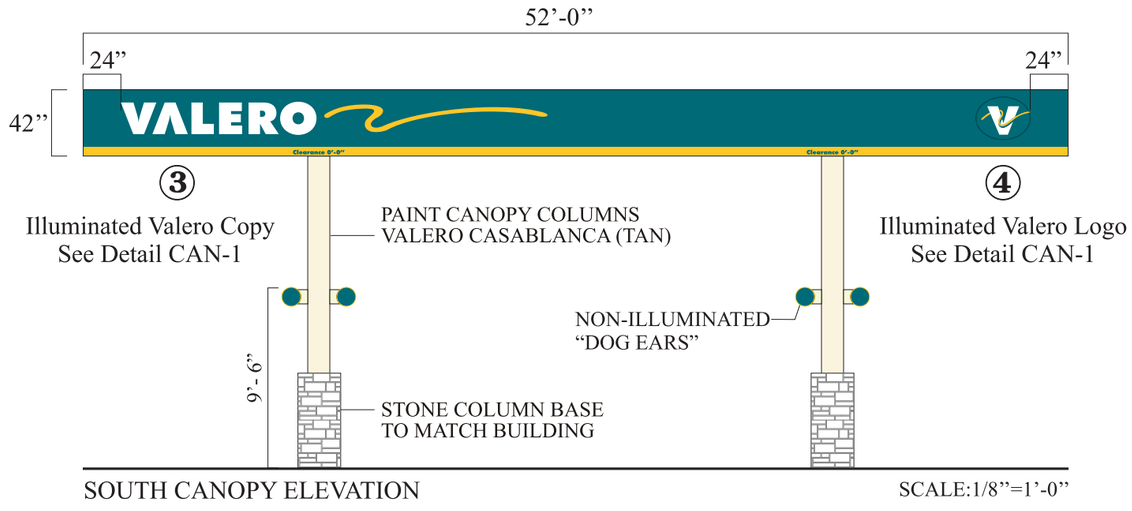


NORTH CANOPY ELEVATION

SCALE:1/8”=1’-0”

NOTES:
PAINT ALL BUMPER POLES VALERO TEAL .
PAINT CANOPY COLUMNS VALERO CASABLANCA (TAN).
PAINT ISLAND CURBS (FACES ONLY) VALERO MOCKINGBIRD (DARK GRAY).
INSTALL NEW VALERO TRASH CADDIES.



SOUTH CANOPY ELEVATION

SCALE:1/8”=1’-0”

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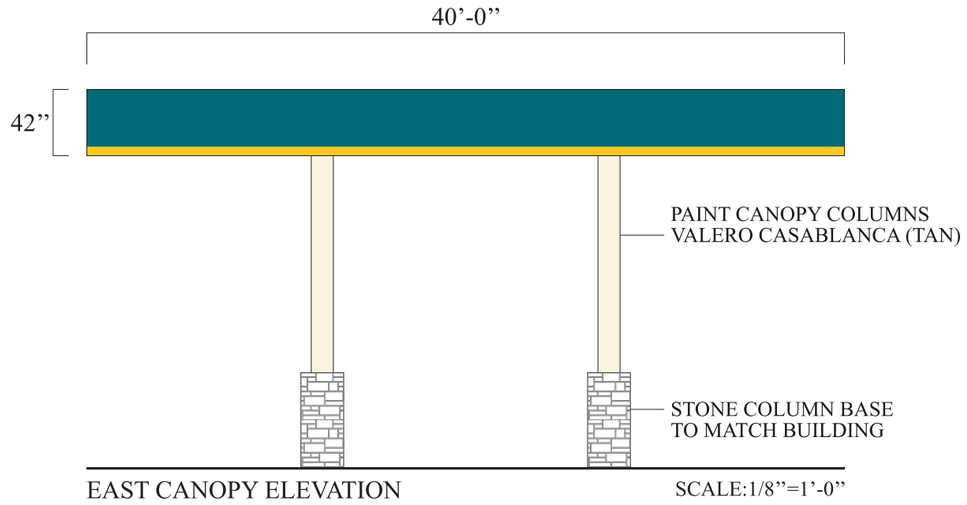
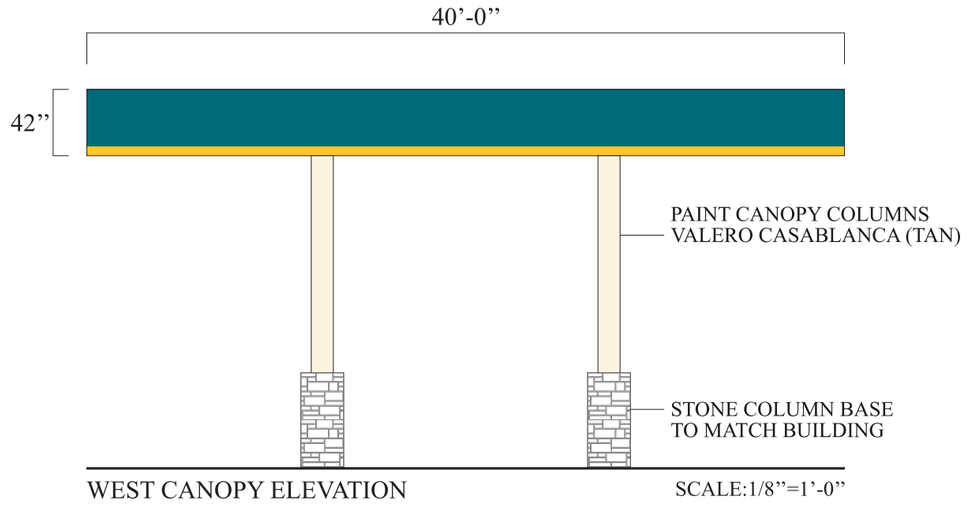


EAST CANOPY ELEVATION SCALE:1/8”=1’-0”

NOTES:
PAINT ALL BUMPER POLES VALERO TEAL .
PAINT CANOPY COLUMNS VALERO CASABLANCA (TAN).
PAINT ISLAND CURBS (FACES ONLY) VALERO MOCKINGBIRD (DARK GRAY).
INSTALL NEW VALERO TRASH CADDIES.



WEST CANOPY ELEVATION SCALE:1/8”=1’-0”

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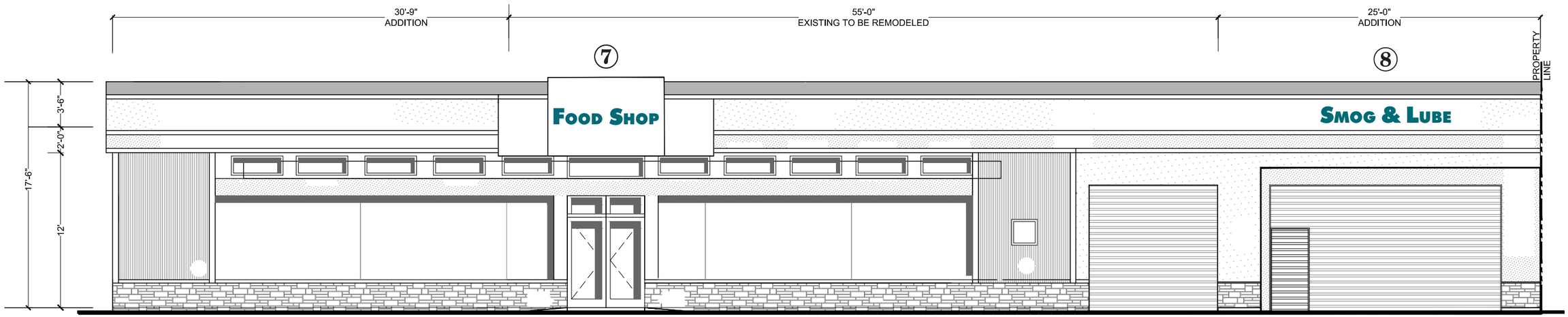


WEST CANOPY ELEVATION (FRONT OF BUILDING)

SCALE:1/8"=1'-0"

98"

15"

FOOD SHOP

⑦ NEW INTERNALLY ILLUMINATED
FOOD SHOP CHANNEL LETTERS

SCALE: 3/8"= 1'-0"

121 1/2"

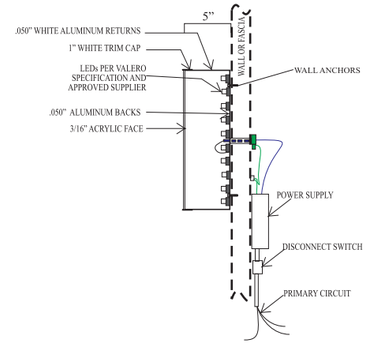
15"

SMOG & LUBE

⑧ NEW INTERNALLY ILLUMINATED
SMOG & LUBE CHANNEL LETTERS

SCALE: 3/8"= 1'-0"

CHANNEL LETTER DETAILS LED ILLUMINATION



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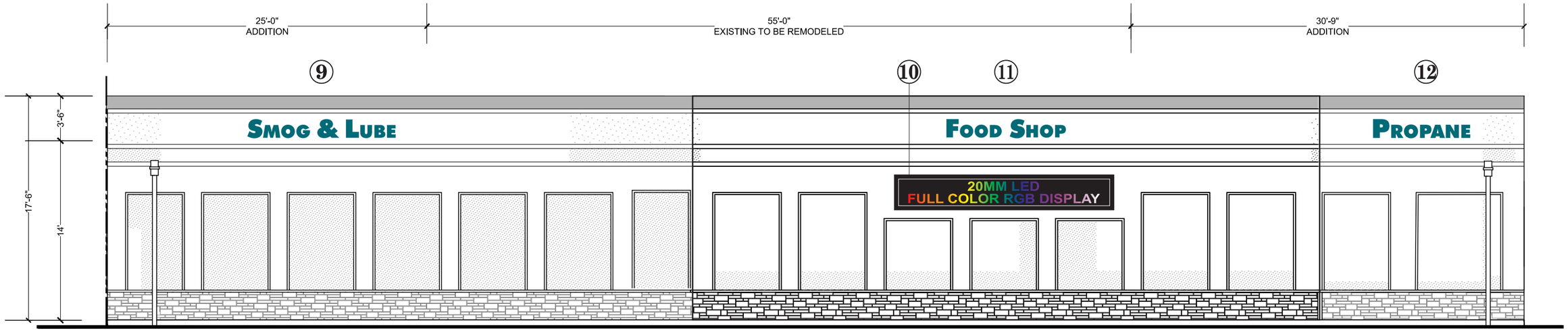


EAST CANOPY ELEVATION (BACK OF BUILDING)

SCALE:1/8”=1’-0”

139”

18”

SMOG & LUBE

⑨ NEW INTERNALLY ILLUMINATED
SMOG & LUBE CHANNEL LETTERS

SCALE: 3/8"= 1'-0"

112”

18”

FOOD SHOP

⑪ NEW INTERNALLY ILLUMINATED
FOOD SHOP CHANNEL LETTERS

SCALE: 3/8"= 1'-0"

91”

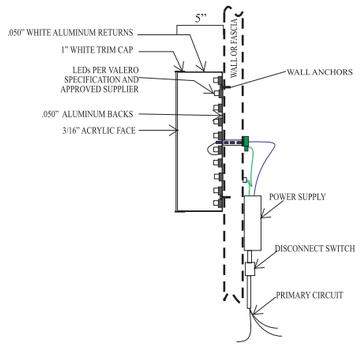
18”

PROPANE

⑫ NEW INTERNALLY ILLUMINATED
FOOD SHOP CHANNEL LETTERS

SCALE: 3/8"= 1'-0"

CHANNEL LETTER DETAILS LED ILLUMINATION



206”

33”

20MM LED
FULL COLOR RGB DISPLAY

⑩ INSTALL NEW 2’ -9” X 17’ -2”
FULL COLOR LED MESSAGE BOARD.

SCALE: 3/8"= 1'-0"

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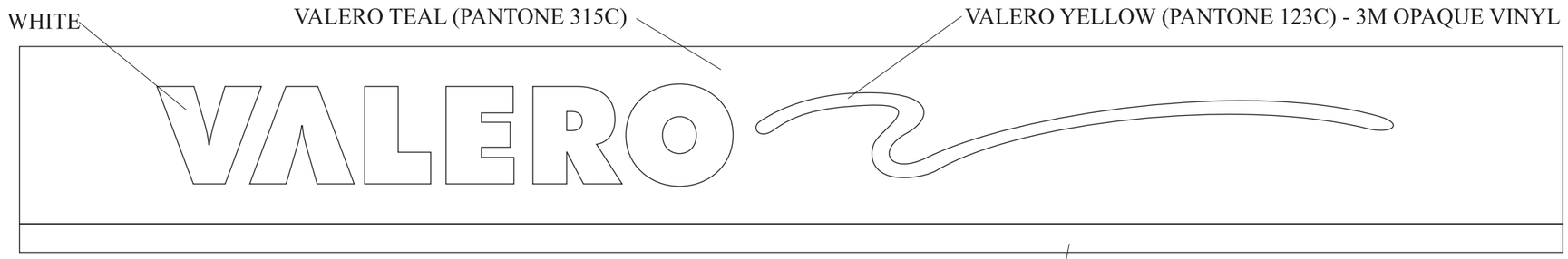
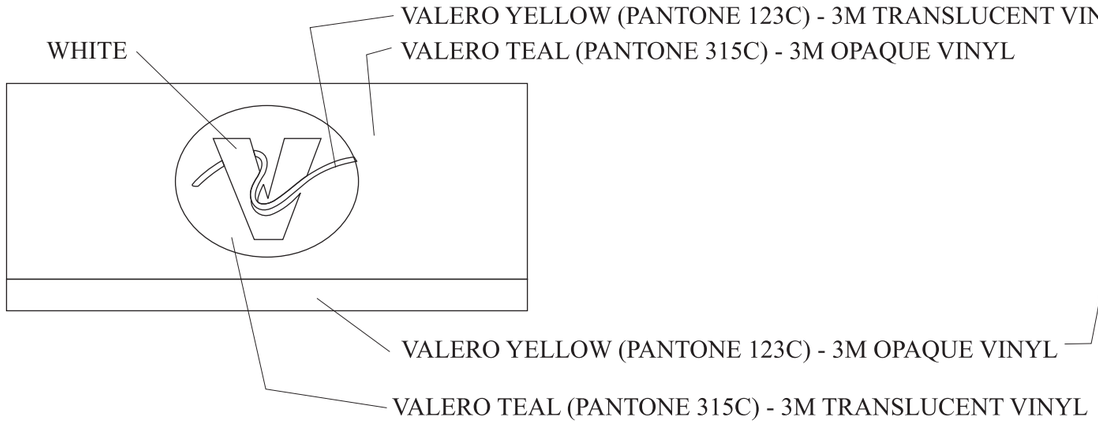
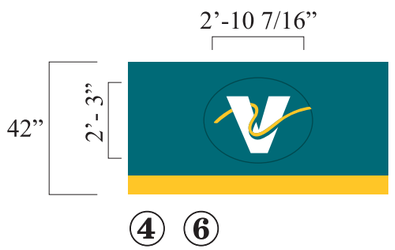
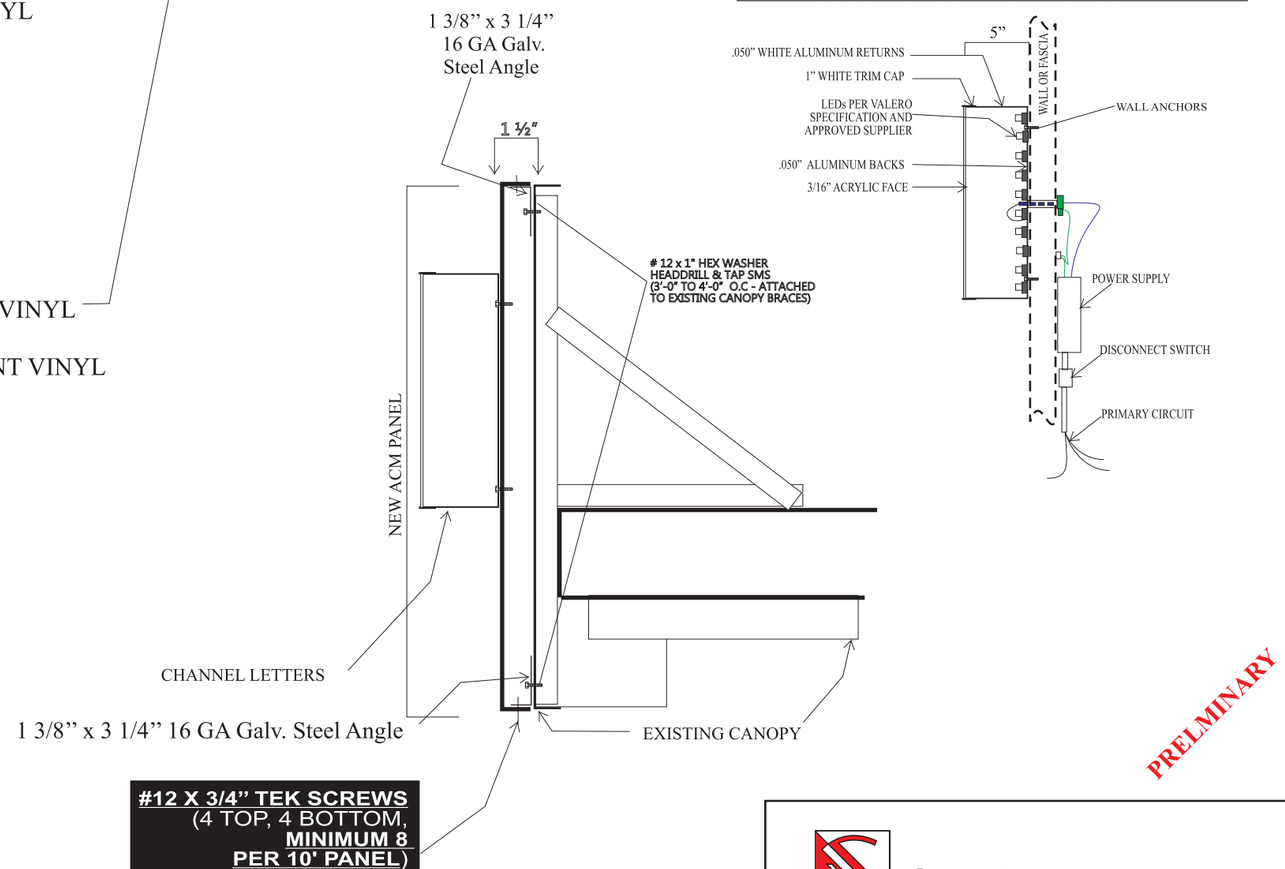






CHANNEL LETTER DETAILS LED ILLUMINATION



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ACM FASCIA WITH ILLUMINATED COPY

CAN-1

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CUSTOMER APPROVAL

SIGN AND PRINT FULL NAME _____ DATE _____

NO. M5840 **PAGE:**

DATE: 10.09.15BA

REV:

VALERO 505 SKYLINE DR. DALY CITY CA 94015

City of Daly City - Planning Division

505 Skyline Drive - Proposed and Recommended For Approval Sign Areas

		Proposed			Recommmended for Approval		
		Width	Height	Total Area Proposed (sq. ft.)	Width	Height	Total Area Proposed (sq. ft.)
1	Monument - Westmoor/Skyline Drive	8.0	5.0	40.0	8.0	5.0	40.0
2	Pole - Westmoore/Highway 35	13.0	12.8	165.8	10.0	10.0	100.0
3	Canopy - South Elevation	7.3	2.5	18.1	7.3	2.5	18.1
4	Canopy - South Elevation	2.5	2.5	6.3	2.5	2.5	6.3
5	Canopy - North Elevation	7.3	2.5	18.1	7.3	2.5	18.1
6	Canopy - North Elevation	2.5	2.5	6.3	2.5	2.5	6.3
7	Food Shop - East Elevation	1.3	8.2	10.2	1.3	8.2	10.2
8	Smog and Lube - East Elevation	1.3	10.1	12.6	1.3	10.1	12.6
9	Smog and Lube - West Elevation	1.5	11.6	17.4	1.5	11.6	17.4
10	LED Message Board - West Elevation	2.8	17.2	47.2	2.8	17.2	0.0
11	Food Shop - West Elevation	1.5	9.3	14.0	1.5	9.3	14.0
12	Propane - West Elevation	1.5	7.6	11.4	1.5	7.6	11.4
	Total Proposed			**367.3**			**254.3**
	Total Maximum Allowable			**188**			**188**
	Percent Deviation			**95%**			**35%**