Initial Study

455 Hickey Boulevard Office Redevelopment Project

File Nos. PD-10-22-015932 and DR-04-18-13424

Prepared by

In Consultation with

May 2024

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Appendices

All appendices are incorporated herein by reference.

Section 1.0 Introduction and Purpose

1.1 Purpose of the Initial Study

The City of Daly City, as the Lead Agency, has prepared this Initial Study for the 455 Hickey Boulevard Office Redevelopment project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of Daly City, California.

The project proposes the demolition of the existing building and parking structure in order to construct a new office building and multi-level parking structure above three levels of podium parking. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 Public Review Period

Publication of this Initial Study marks the beginning of a 30-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 30-day public review period should be sent to:

Sam Fielding, Associate Planner
Planning Division
333 90th Street
Daly City, CA 94015
sfielding@dalycity.org

1.3 Consideration of the Initial Study and Project

Following the conclusion of the public review period, the City of Daly City will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 Notice of Determination

If the project is approved, the City of Daly City will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

Section 2.0 Project Information

2.1 Project Title

455 Hickey Boulevard Office Redevelopment Project (PD-10-22-015932 and DR-04-18-13424)

2.2 Lead Agency Contact

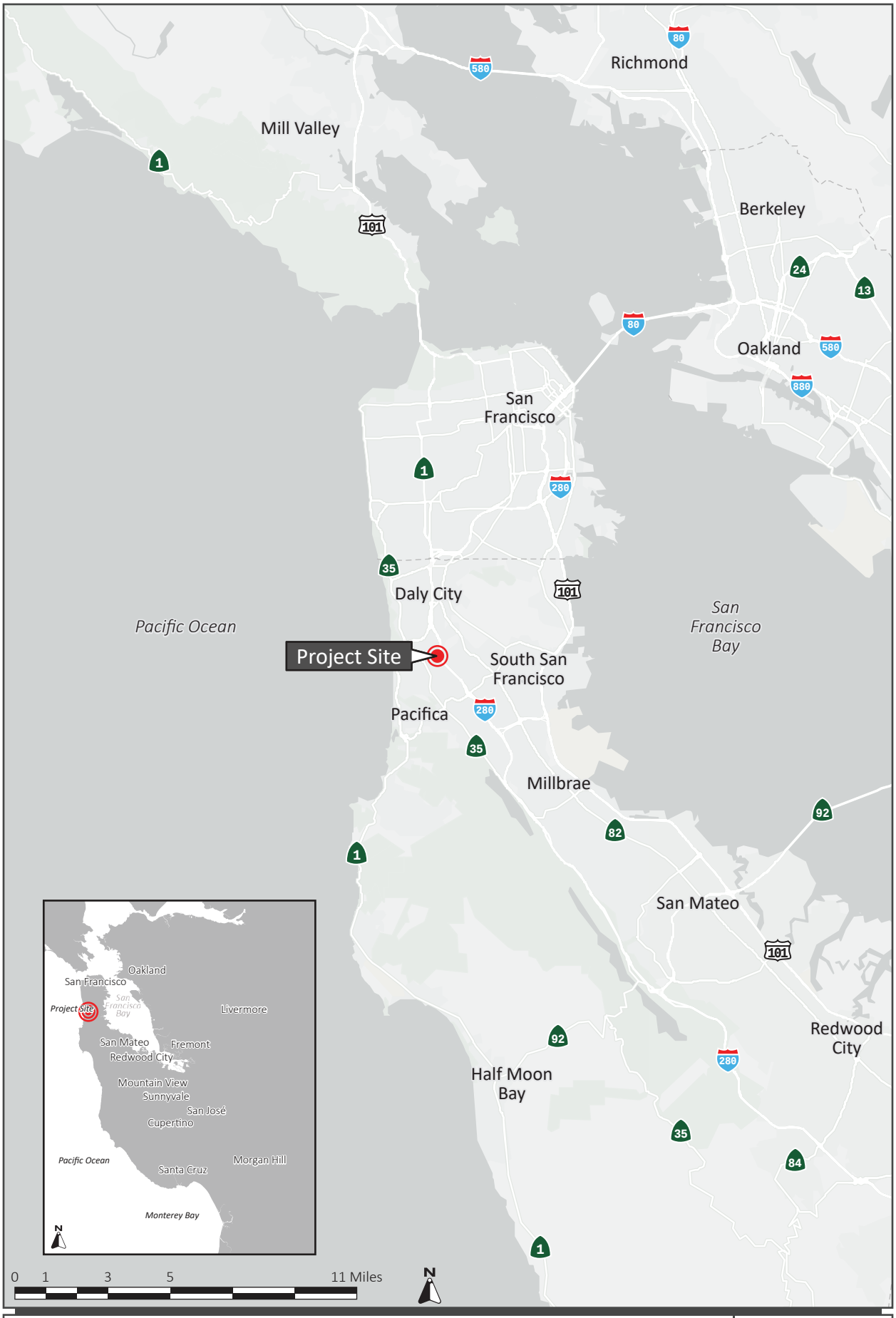
Sam Fielding, Associate Planner
Planning Division
333 90th Street
Daly City, CA 94015

2.3 Project Applicant

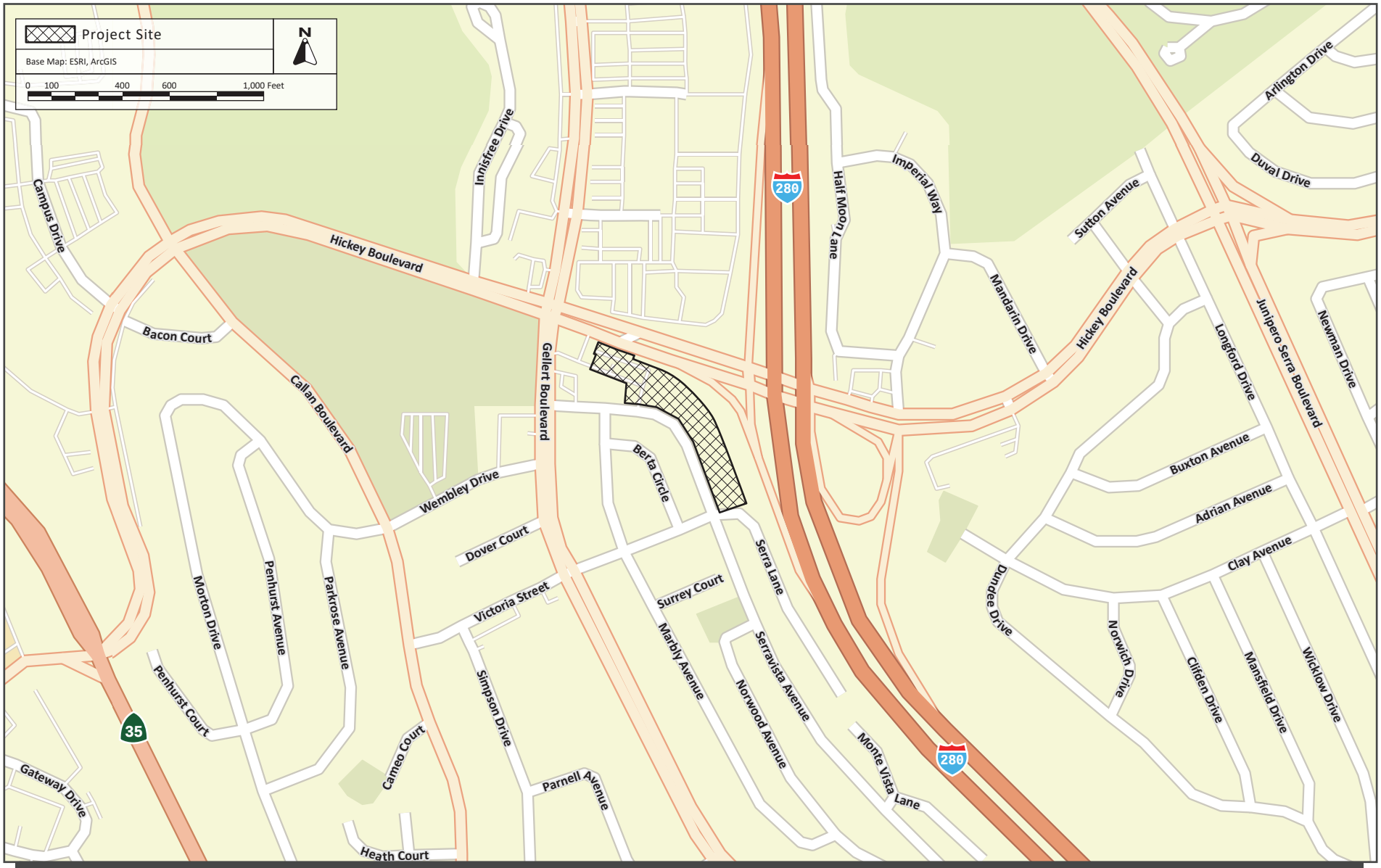
DES Architects + Engineers
Attn: Bei Xu
399 Bradford Street, Suite 300
Redwood City, CA 94063

2.4 Project Location

The approximately 3.2-acre site is located at 455 Hickey Boulevard in Daly City. A regional map and vicinity map of the project site are shown in Figure 2.4-1 and Figure 2.4-2, respectively. An aerial photograph with surrounding land uses is shown in Figure 2.4-3.



REGIONAL MAP | FIGURE 2.4-1



VICINITY MAP | FIGURE 2.4-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

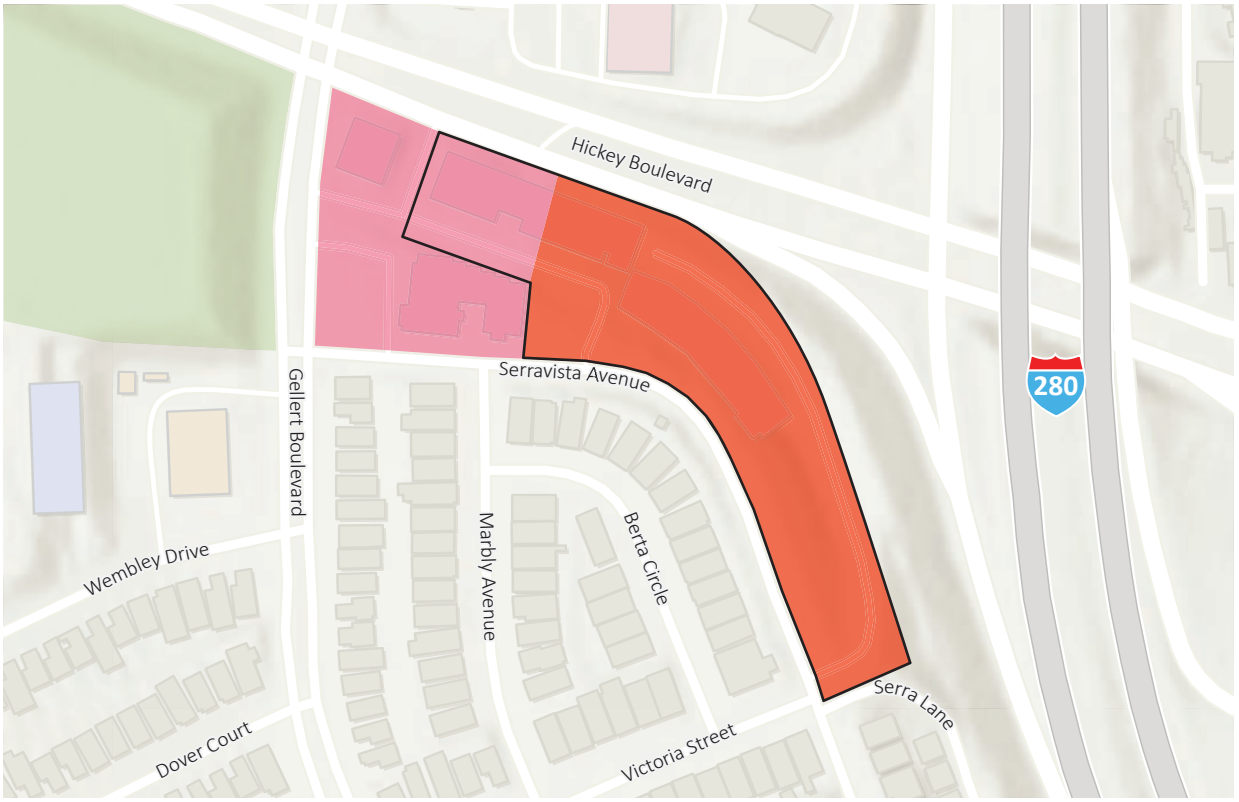
2.5 General Plan and Zoning Designation

The project site is comprised of three parcels. The project site has a General Plan land use designation of Commercial Office (C-O) and Commercial Retail and Office (C-RO). The project site is zoned Light Commercial (C-1), Office Commercial (C-O), and Planned Development (PD8A). The project includes a Planned Development (PD) Rezone from Light Commercial (C1), Planned Development (PD8A) and Commercial Office (CO) to a new PD number and a Lot Merger. The Lot Merger would modify the General Plan designation of the northwest portion of project site from the existing Retail and Office (C-RO) to Commercial Office (C-O). The existing and proposed general plan land use designations and zoning for the site are shown in Figure 2.5-1 and Figure 2.5-2, respectively.

2.6 Project-Related Discretionary Approvals

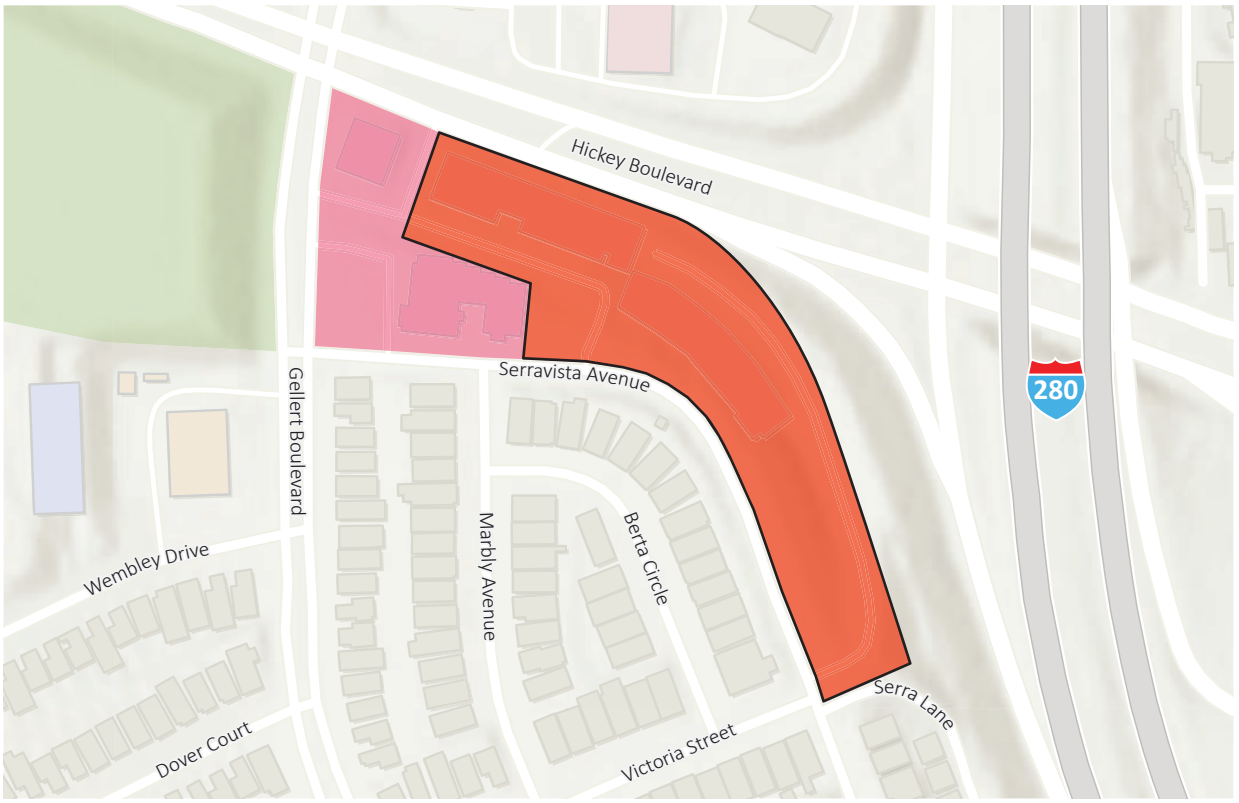
This Initial Study/MND provides decision-makers in the City of Daly City (the Lead Agency), responsible agencies, and the general public with relevant environmental information to use in considering the proposed project. It is intended that this Initial Study be used for discretionary approvals necessary to implement the project, as proposed. These discretionary actions may include, but are not limited to, the following:

- General Plan Amendment
- Planned Development (P-D) rezone
- Design Review
- Lot Merger
- Airport Land Use Commission review



EXISTING GENERAL PLAN LAND USE DESIGNATION

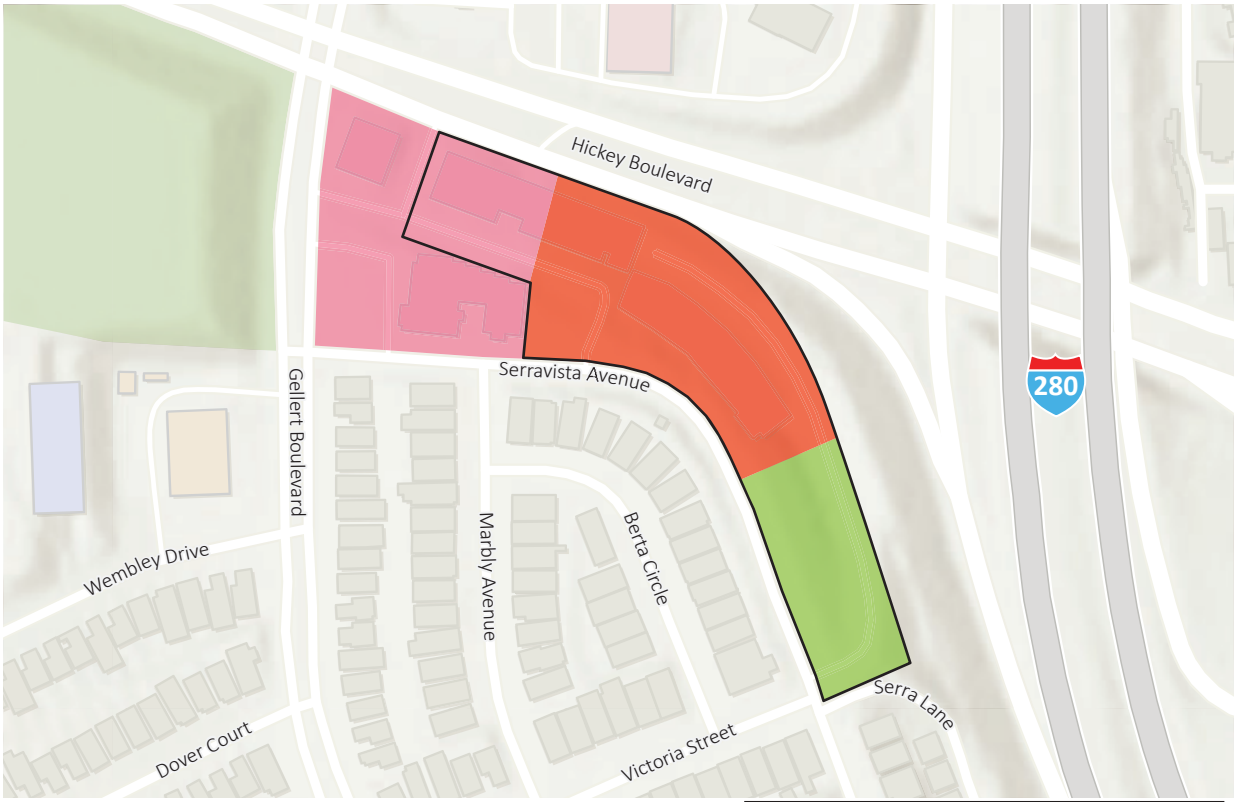
Project Site
Retail and Office (C-RO)
Commercial Office (C-O)
N
0 50 200 300 500 Feet



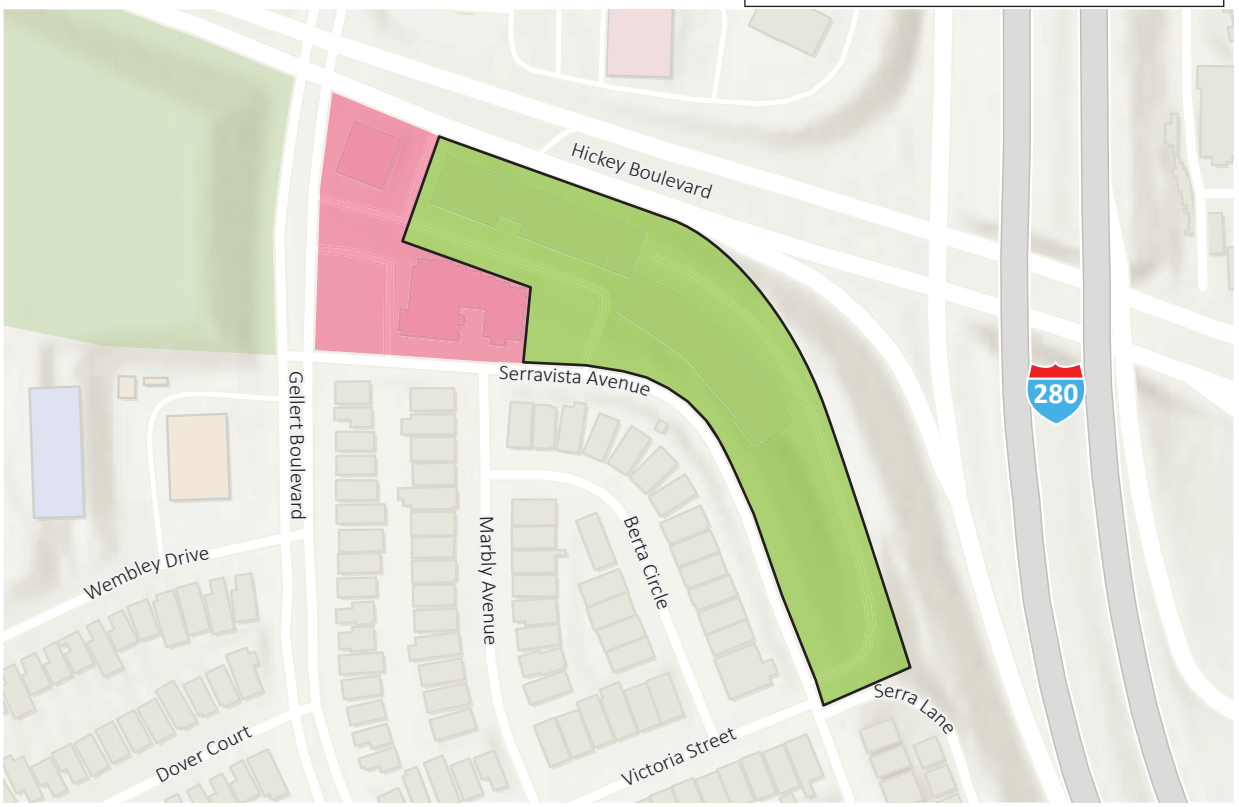
PROPOSED GENERAL PLAN LAND USE DESIGNATION

Base Map: ESRI, ArcGIS

EXISTING AND PROPOSED GENERAL PLAN LAND USE DESIGNATION | FIGURE 2.5-1



EXISTING ZONING



PROPOSED ZONING

Base Map: ESRI, ArcGIS

EXISTING AND PROPOSED ZONING | FIGURE 2.5-2

Section 3.0 Project Description

3.1 Project Location

The approximately 3.2-acre site is located at 455 Hickey Boulevard (APN 091-341-140) in the City of Daly City. The project site is currently developed as the Serramonte Business Center, which includes an 80,652 square foot five-story office building and 112,500 square foot three-level parking garage.

The project site is located south of Hickey Boulevard, west of Interstate 280 (I-280), north of Serravista Avenue, and east of Gellert Boulevard. Surrounding land uses include the Serramonte Plaza to the north, single-family residential and commercial to the south, various public facilities including North County Fire Authority, Gellert Park, and Serramonte Main Branch Library to the west.

3.2 Proposed Development

The project proposes to rezone the site to Planned Development (P-D). The project proposes to demolish the existing 80,652 square foot five-story office building and 112,500 square foot three-level parking garage to construct one of two development options:

- Office Building Option or
- Medical Office Building Option

The Office Building Option would construct an eight-story, 280,000-square foot general office building. Alternatively, the Medical Office Building Option would construct a five-story 180,000-square foot office building. Table 3.2-1 includes a breakdown of the two development options. A conceptual site plan for the Office Building and the Medical Office Building is shown in Figure 3.2-1. The site plan would not change between the two development options with the exception of the building heights and total square footage.

3.2.1 Office Building Option

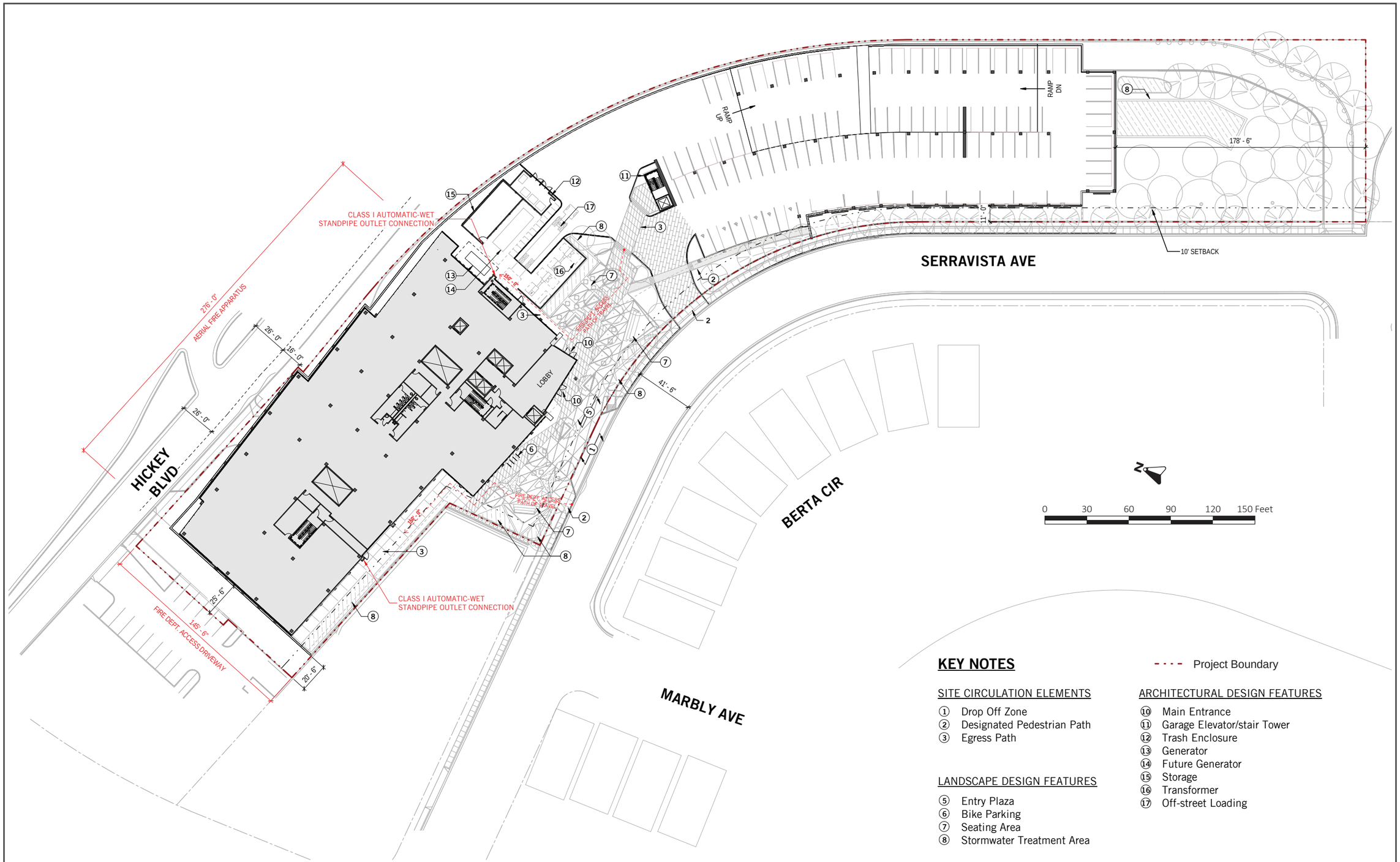
Under the Office Building Option, the project would construct an eight-story, 280,000-square foot office building above three levels of podium parking. The building would be approximately 133 feet in height from the finished grade (374.7 feet) on Serravista Avenue to the top of the parapet and approximately 166 feet from the finished grade (341.7 feet) on Hickey Boulevard to the top of the parapet. Three levels of podium parking would be constructed across the site with an additional three levels of parking constructed above the podium east of the office building for a total of 347,500 square feet of parking space on the site. The parking garage east of the building would total six levels. Refer to Figure 3.2-2, Figure 3.2-3, and Figure 3.2-4 for the office building elevations and rendering.

3.2.2 Medical Office Building Option

Under the Medical Office Building Option, the project would construct a five-story, 180,000-square foot medical office building above three levels of podium parking. The building would be approximately 85 feet in height from the finished grade (374.7 feet) on Serravista Avenue to the top of the parapet and approximately 118 feet from the finished grade (341.7 feet) on Hickey Boulevard to the top of the parapet. The parking layout would be the same as described for the Office Building option. Three levels of podium parking would be constructed across the site with an additional three levels of parking constructed above the podium east of the office building for a total of 347,500 square feet of parking space on the site. Refer to Figure 3.2-5, Figure 3.2-6, and Figure 3.2-7 for the medical office building elevations and rendering.

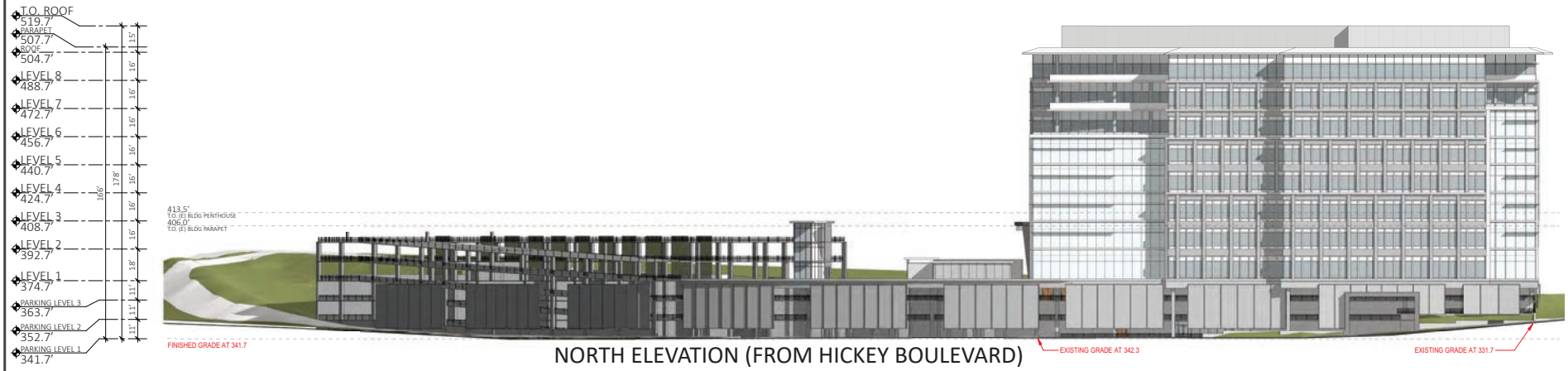
Table 3.2-1: Summary of Proposed Development Scenarios

	Office Building	**Medical Office Building**
Land Use	General Office Building	Medical Office Building
Building Area	280,000 square feet	180,000 square feet
Height	8 stories (133 feet)	5 stories (85 feet)
Building Front Setback	11 feet	11 feet
Building Rear Setback	0 feet	0 feet
Floor Area Ratio	2.0	1.29
Parking Structure Area	347,500 square feet	347,500 square feet
Parking Spaces	900 spaces	900 spaces
Service Population (Daily)	Maximum 1,245 employees	Maximum 600 employees and 200 patients
Notes: Building height is identified based on leasable office floors above the three-story parking podium.		



Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

OFFICE BUILDING AND MEDICAL OFFICE BUILDING CONCEPTUAL SITE PLAN | FIGURE 3.2-1

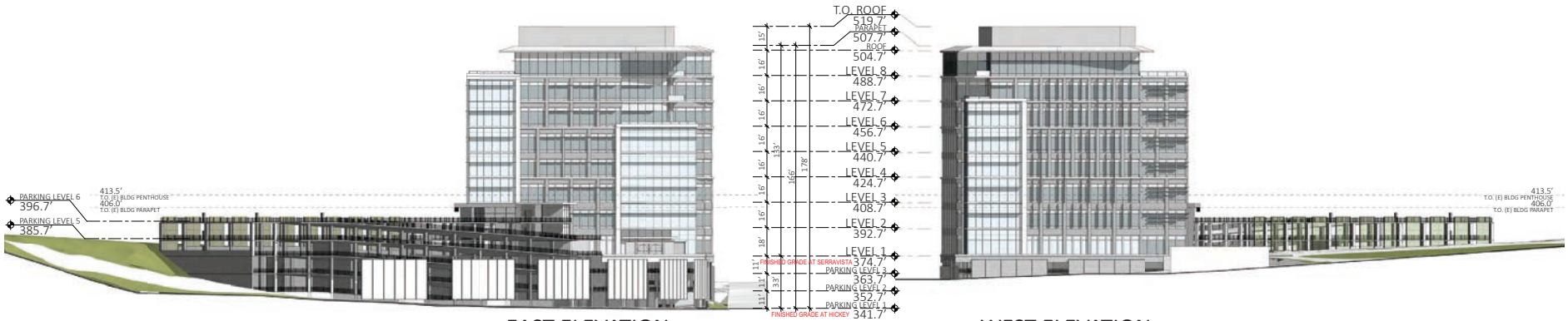


NORTH ELEVATION (FROM HICKEY BOULEVARD)

SOUTH ELEVATION (FROM SERRAVISTA AVENUE)

Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

OFFICE BUILDING ELEVATIONS (NORTH AND SOUTH PERSPECTIVE) | FIGURE 3.2-2



Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

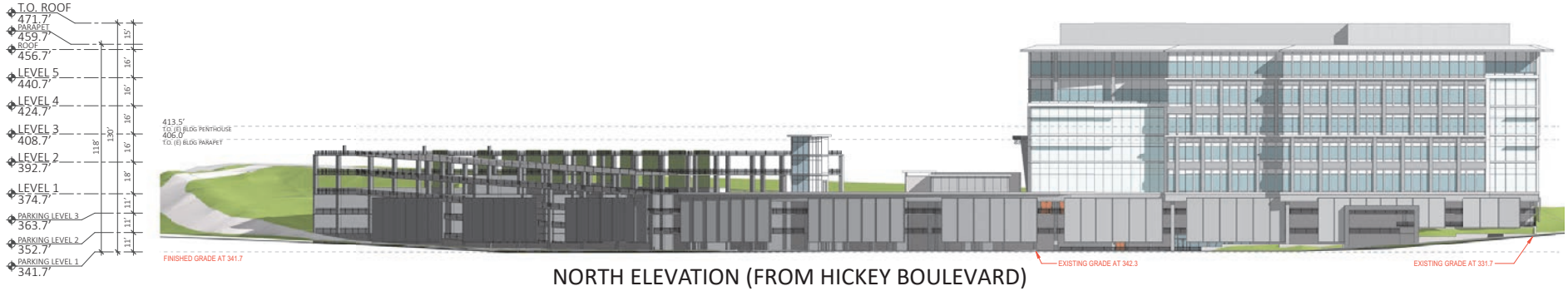
OFFICE BUILDING ELEVATIONS (EAST AND WEST PERSPECTIVE) | FIGURE 3.2-3

CONCEPTUAL RENDERING FROM THE VICINITY OF I-280 LOOKING SOUTHWEST

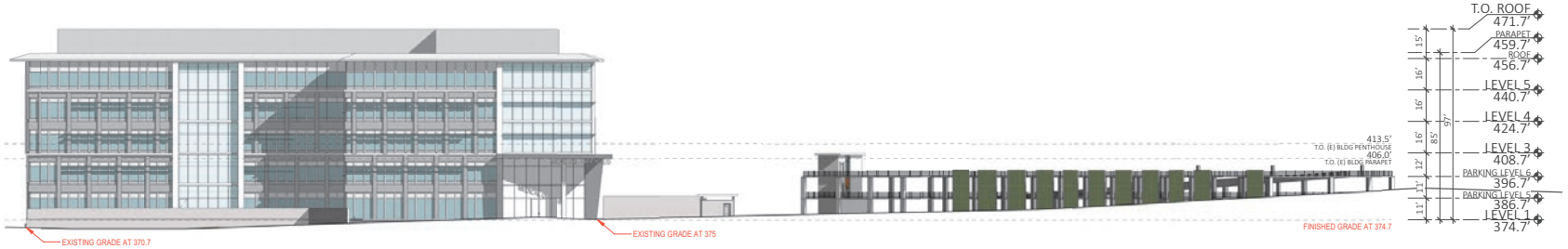
Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

OFFICE BUILDING PROJECT RENDERING

FIGURE 3.2-4



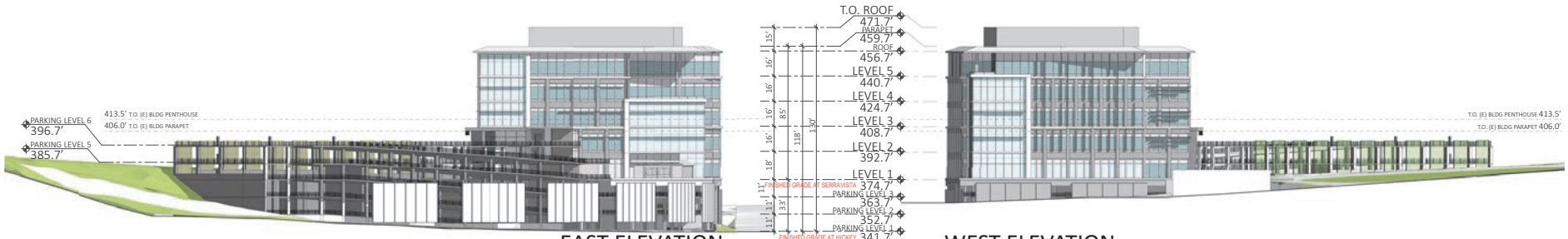
NORTH ELEVATION (FROM HICKEY BOULEVARD)



SOUTH ELEVATION (FROM SERRAVISTA AVENUE)

Source: DES Architects + Engineers, King Asset Management, April 7, 2023.

MEDICAL OFFICE BUILDING ELEVATIONS (NORTH AND SOUTH PERSPECTIVE) | FIGURE 3.2-5



Source: DES Architects + Engineers, King Asset Management, April 7, 2023.

MEDICAL OFFICE BUILDING ELEVATIONS (EAST AND WEST PERSPECTIVE) | FIGURE 3.2-6

CONCEPTUAL RENDERING FROM THE INTERSECTION OF SERRAVISTA AVENUE AND VICTORIA STREET LOOKING NORTHEAST

Source: DES Architects + Engineers, King Asset Management, April 7, 2023.

MEDICAL OFFICE BUILDING PROJECT RENDERING | FIGURE 3.2-7

3.2.3 Site Access and Parking

Site access and parking would be the same under both the Office Building and Medical Office Building options. The project (under either option) would include two entry points for employees and visitors to access the podium parking and the parking structure. Access to the podium parking would be provided primarily from Hickey Boulevard. Access to the parking structure east of the office building would be provided primarily via a private driveway off Serravista Avenue. A curbside drop-off space would be provided on Serravista Avenue, connecting the sidewalk and the new entry plaza leading to the building's main lobby. A landscaped pathway would link the lobby to the elevator/stairway of the parking structure to the east. Delivery trucks traveling to the site would enter and exit via the Serravista Avenue driveway to access the singular loading area east of the building within the service yard. Internal drive aisles (24-feet in width) would provide vehicle and truck circulation around the perimeter of the proposed building. Additionally, a 20-foot-wide utility easement driveway would be constructed on the north side of the first parking level to provide the City access to the re-aligned underground sewer lines and storm drain. The driveway would be accessible via the garage entry off Hickey Boulevard and through a sloped driveway to Serravista Avenue. Refer to Figure 3.2-8 for the site circulation layout.

The project would provide a total of 900 parking spaces, of which, 18 parking spaces would be designated accessible, 405 parking spaces would be electric vehicle (EV) charging spaces, and 134 would be EV capable. The remaining 343 parking spaces would not have any special parking designation. A total of eight short-term bicycle parking spaces and 46 long-term bicycle parking spaces would also be provided.

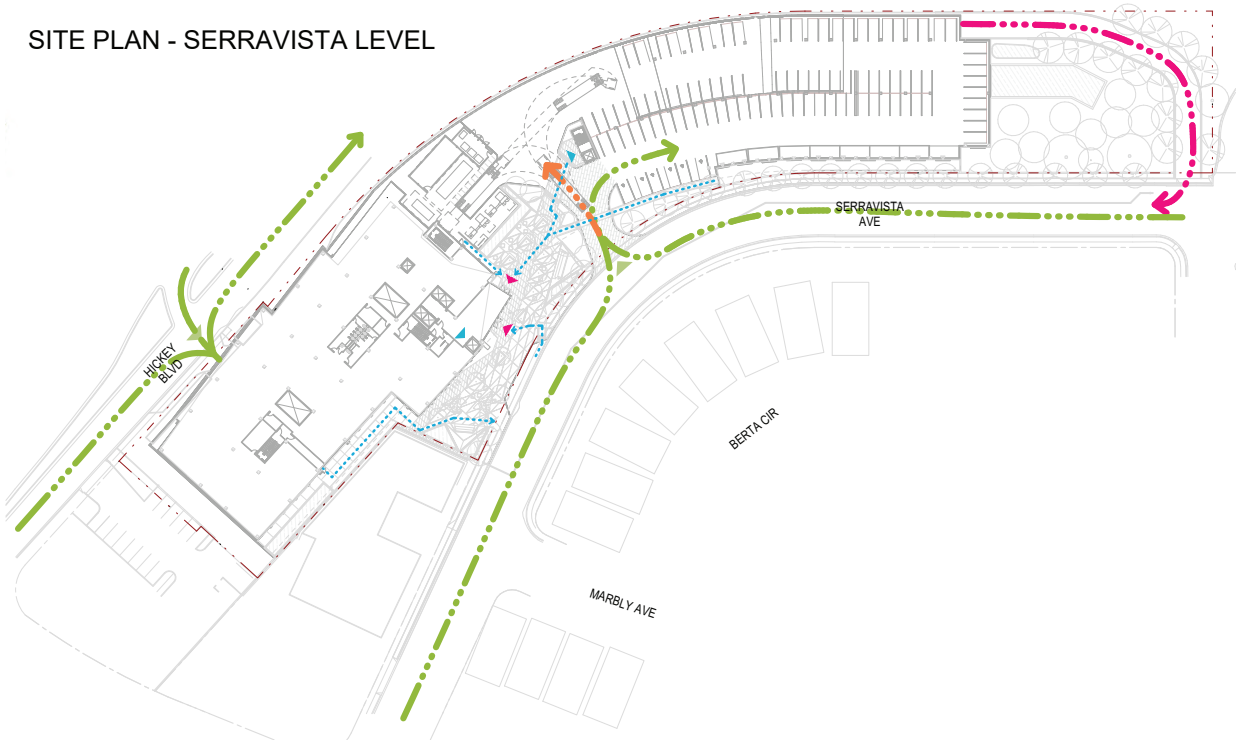
3.2.4 Landscaping

The project proposes to remove 35 of the existing 40 trees on the site. The project site would be landscaped with drought-tolerant, low water, and moderate water use trees, shrubs, hedges, vines, and grasses. Vegetation would be planted along Serravista Avenue, within hardscaped open areas between the office building and parking structure, and east of the parking structure. The conceptual landscape plan is shown on Figure 3.2-9.

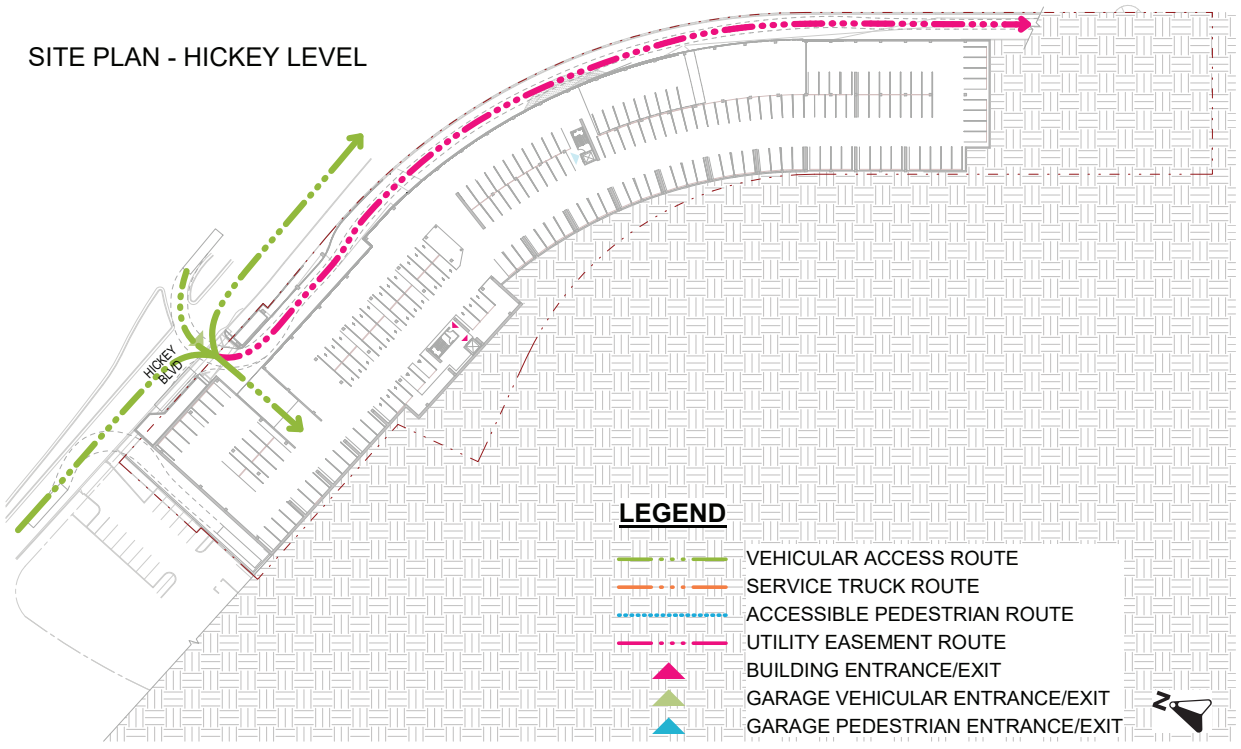
3.2.5 Stormwater Management

To manage stormwater runoff on the site, runoff from impervious surfaces would be treated through planters and a bioretention basin that would capture and treat stormwater in accordance with the City's stormwater management requirements. The conceptual stormwater management plan is shown on Figure 3.2-10.

SITE PLAN - SERRAVISTA LEVEL

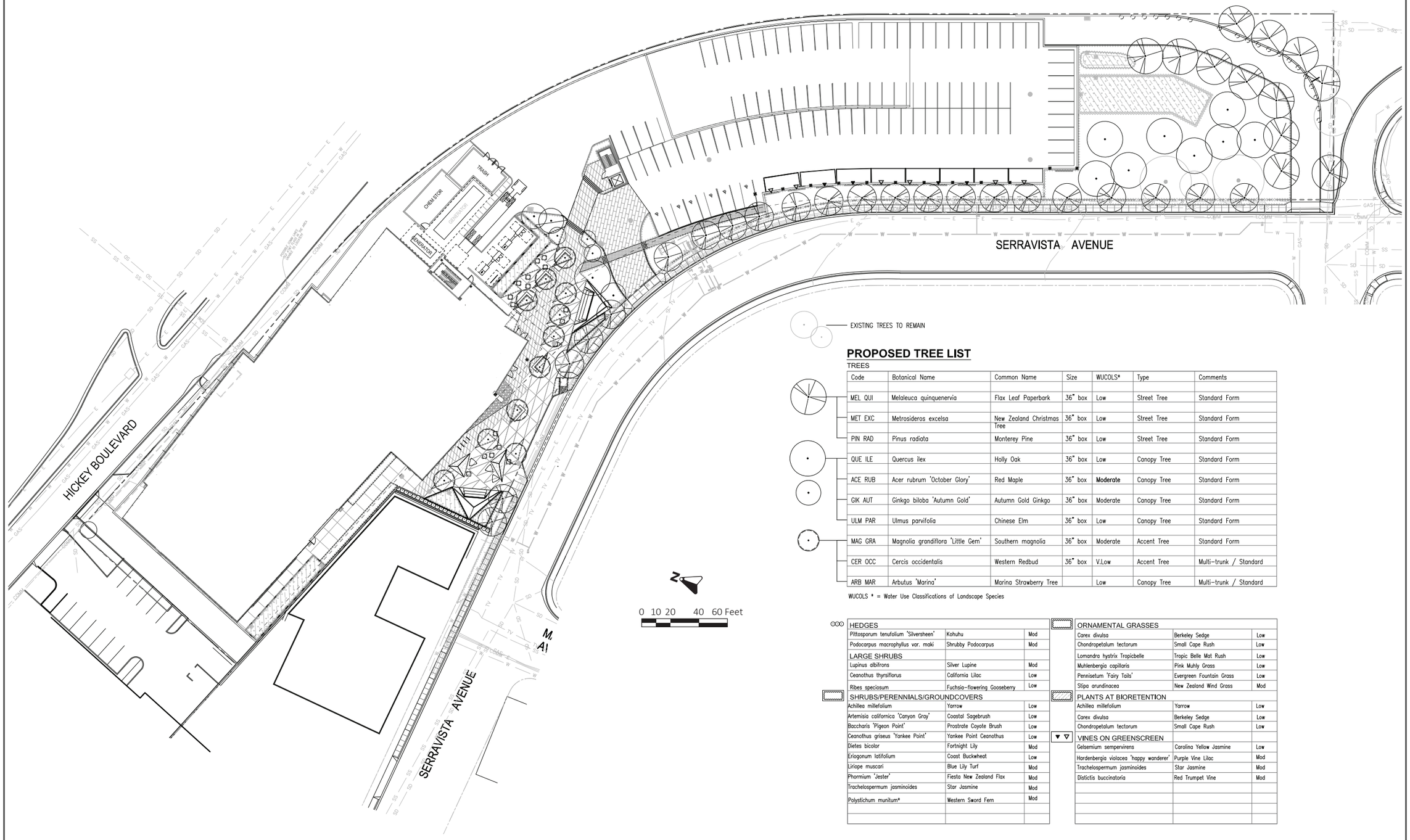


SITE PLAN - HICKEY LEVEL



Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

SITE CIRCULATION DIAGRAM | FIGURE 3.2-8



PROPOSED TREE LIST

TREES

Code	Botanical Name	Common Name	Size	WUCOLS*	Type	Comments
MEL QUI	Melaleuca quinquenervia	Flax Leaf Paperbark	36" box	Low	Street Tree	Standard Form
MET EXC	Metrosideros excelsa	New Zealand Christmas Tree	36" box	Low	Street Tree	Standard Form
PIN RAD	Pinus radiata	Monterey Pine	36" box	Low	Street Tree	Standard Form
QUE ILE	Quercus ilex	Holly Oak	36" box	Low	Canopy Tree	Standard Form
ACE RUB	Acer rubrum 'October Glory'	Red Maple	36" box	Moderate	Canopy Tree	Standard Form
GIK AUT	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	36" box	Moderate	Canopy Tree	Standard Form
ULM PAR	Ulmus parvifolia	Chinese Elm	36" box	Low	Canopy Tree	Standard Form
MAG GRA	Magnolia grandiflora 'Little Gem'	Southern magnolia	36" box	Moderate	Accent Tree	Standard Form
CER OCC	Cercis occidentalis	Western Redbud	36" box	V.Low	Accent Tree	Multi-trunk / Standard
ARB MAR	Arbutus 'Marina'	Marina Strawberry Tree		Low	Canopy Tree	Multi-trunk / Standard

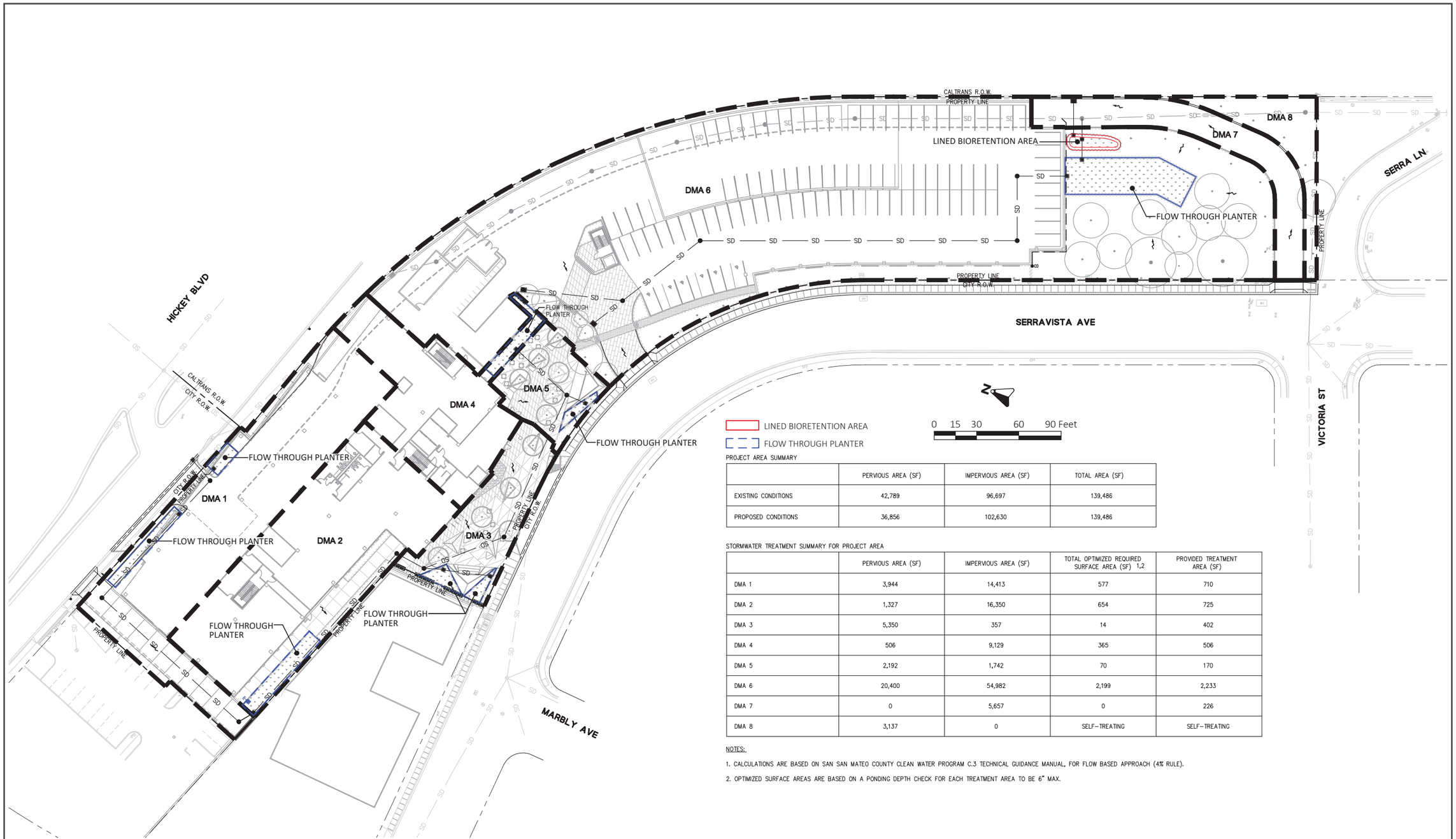
WUCOLS * = Water Use Classifications of Landscape Species

HEDGES		
Pittosporum tenufolium 'Silversheen'	Kohuhu	Mod
Podocarpus macrophyllus var. maki	Shrubby Podocarpus	Mod
LARGE SHRUBS		
Lupinus albifrons	Silver Lupine	Mod
Ceanothus thyrsiflorus	California Lilac	Low
Ribes speciosum	Fuchsia-flowering Gooseberry	Low
SHRUBS/PERENNIALS/GROUNDCOVERS		
Achillea millefolium	Yarrow	Low
Artemisia californica 'Canyon Gray'	Coastal Sagebrush	Low
Baccharis 'Pigeon Point'	Prostrate Coyote Brush	Low
Ceanothus griseus 'Yankee Point'	Yankee Point Ceanothus	Low
Dietes bicolor	Fortnight Lily	Mod
Eriogonum latifolium	Coast Buckwheat	Low
Liriope muscari	Blue Lily Turf	Mod
Phormium 'Jester'	Fiesta New Zealand Flax	Mod
Trachelospermum jasminoides	Star Jasmine	Mod
Polystichum munitum*	Western Sword Fern	Mod

ORNAMENTAL GRASSES		
Carex divulsa	Berkeley Sedge	Low
Chondropetalum tectorum	Small Cape Rush	Low
Lomandra hystrix Tropicbelle	Tropic Belle Mat Rush	Low
Muhlenbergia capillaris	Pink Muhly Grass	Low
Pennisetum 'Fairy Tails'	Evergreen Fountain Grass	Low
Stipa arundinacea	New Zealand Wind Grass	Mod
PLANTS AT BIORETENTION		
Achillea millefolium	Yarrow	Low
Carex divulsa	Berkeley Sedge	Low
Chondropetalum tectorum	Small Cape Rush	Low
VINES ON GREENSCREEN		
Gelsemium sempervirens	Carolina Yellow Jasmine	Low
Hardenbergia violacea 'happy wanderer'	Purple Vine Lilac	Mod
Trachelospermum jasminoides	Star Jasmine	Mod
Distictis buccinatoria	Red Trumpet Vine	Mod

Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

LANDSCAPING PLAN | FIGURE 3.2-9



PROJECT AREA SUMMARY

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL AREA (SF)
EXISTING CONDITIONS	42,789	96,697	139,486
PROPOSED CONDITIONS	36,856	102,630	139,486

STORMWATER TREATMENT SUMMARY FOR PROJECT AREA

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TOTAL OPTIMIZED REQUIRED SURFACE AREA (SF) 1,2	PROVIDED TREATMENT AREA (SF)
DMA 1	3,944	14,413	577	710
DMA 2	1,327	16,350	654	725
DMA 3	5,350	357	14	402
DMA 4	506	9,129	365	506
DMA 5	2,192	1,742	70	170
DMA 6	20,400	54,982	2,199	2,233
DMA 7	0	5,657	0	226
DMA 8	3,137	0	SELF-TREATING	SELF-TREATING

NOTES:

1. CALCULATIONS ARE BASED ON SAN SAN MATEO COUNTY CLEAN WATER PROGRAM C.3 TECHNICAL GUIDANCE MANUAL, FOR FLOW BASED APPROACH (4% RULE).

2. OPTIMIZED SURFACE AREAS ARE BASED ON A PONDING DEPTH CHECK FOR EACH TREATMENT AREA TO BE 6" MAX.

Source: DES Architects + Engineers, King Asset Management, BKF Engineers.

CONCEPTUAL STORMWATER PLAN | FIGURE 3.2-10

3.2.6 Service Yard

Under both development options, the project would include a service yard adjacent to the eastern side of the building. The service yard would include space for emergency backup generators, a transformer, a storage area, trash enclosure for waste, recyclables, and compost, and truck loading area. The service yard layout is shown in Figure 3.2-11.

3.2.7 Mechanical Equipment

Under both development options, the project would include one 600-kilowatt (kW) emergency generator powered by a diesel engine. The Office Building Option would also include space for a tenant emergency generator with a maximum rating of 1,000 kW. Both development options would include an electric fire pump.

3.2.8 Site Lighting

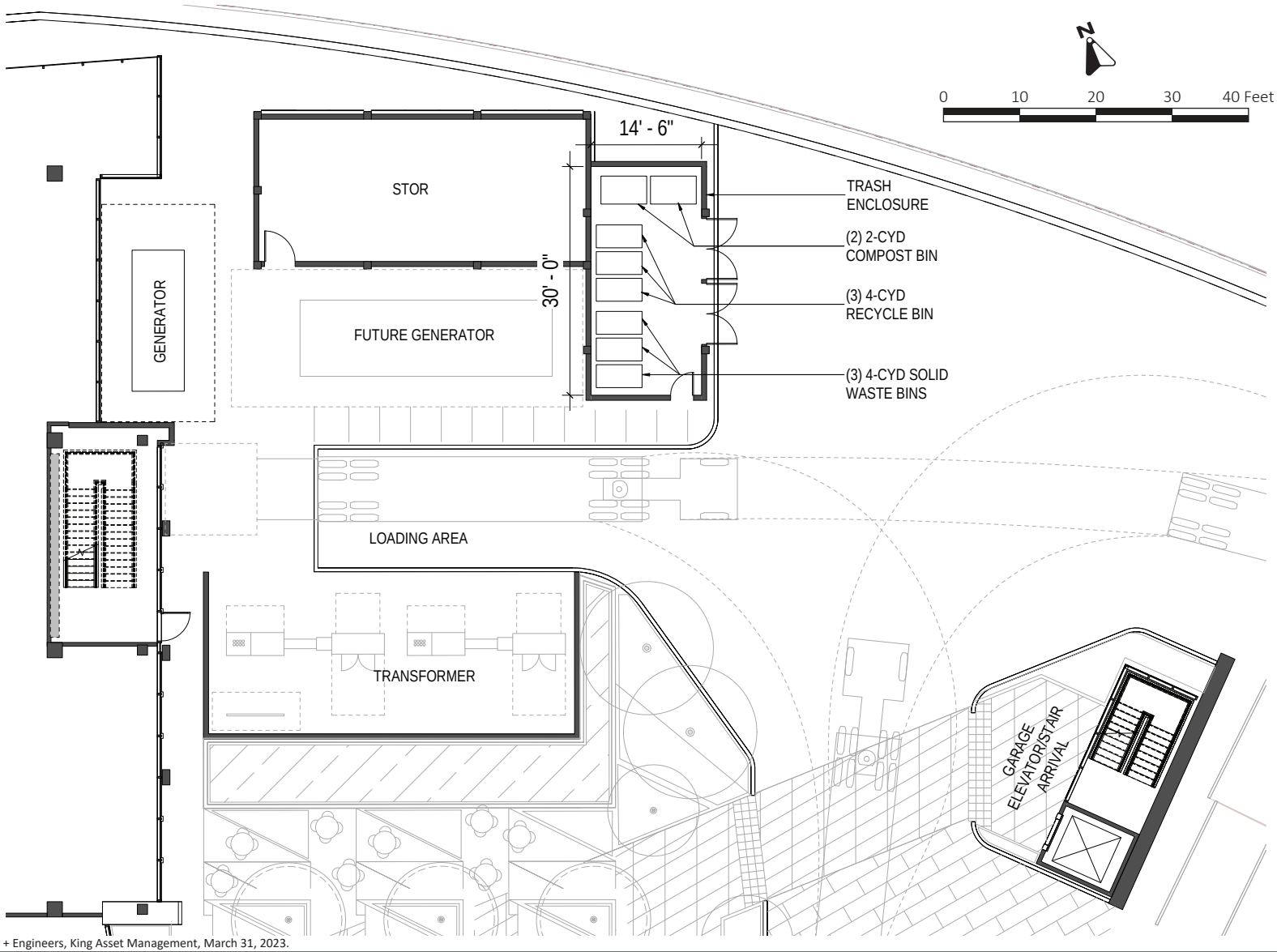
The project (under both development options) would install security lighting throughout the site in the parking structure, along pathways, and between the proposed office building and parking structure.

3.2.9 Sustainability Features

The proposed project would include energy conservation measures required by California Building Code Title 24 building energy efficiency standards including high-efficiency lighting, high-efficiency heating/cooling, thermal insulation, and water conserving plumbing fixtures. The proposed project would construct an all-electric building with no natural gas infrastructure. The project would provide 405 EV capable and 134 parking spaces designed EV capable with charging stations for both development options. The project would also procure electricity from Peninsula Clean Energy (PCE), which provides electricity sourced from renewable energy sources.

3.2.10 Utilities and Right-of-Way Improvements

The project proposes to relocate an existing 12-inch private storm drain main and a 12-inch public sanitary sewer main. The relocated utilities would be located in a new 20-foot-wide access roadway within utility easements along the property line, adjacent to the Caltrans right-of-way and Hickey Boulevard. The project would also relocate an existing six-inch water line along the project's Serravista Avenue frontage (approximately two to three feet away from the property line) to within the Serravista Avenue roadway.



Source: DES Architects + Engineers, King Asset Management, March 31, 2023.

SERVICE YARD LAYOUT

FIGURE 3.2-11

The project would implement the following roadway, pedestrian, and transit improvements:

- Install flashing pedestrian crossing system at the intersection of Gellert Boulevard at Serravista Avenue for the crosswalk on the south approach.
- Install pedestrian bulb-outs at the northeast, southeast and southwest corners of Gellert Boulevard at Serravista Avenue.
- Provide an approved Travel Demand Management (TDM) plan and implement any required measures to meet City/County Association of Governments of San Mateo County's TDM Policy.
- Improve the bus stop on Hickey Boulevard fronting the project site in coordination with SamTrans.
- Remove the Stop bar and legend for the southbound left-turn lane at Gellert Boulevard at Serravista Avenue.

3.3 Construction

Construction of the project (under both development options) is anticipated to take approximately 25 months. Under both development options, construction is proposed to take place between 8:00 a.m. and 5:00 p.m. from Monday to Friday.[1] Work within the right-of-way of Hickey Boulevard would be restricted to the hours of 9:00 am to 3:00 pm Monday through Friday. The developer shall be responsible for compliance with Daly City's Noise Ordinance (Section 9.22 "Disturbing the Peace" of the Daly City Municipal Code, and Section 1207.4 of the CBC) during project construction hours. The Daly City Police Department will enforce the Noise Ordinance.

Construction activities would include demolition, site preparation, grading, building construction, architectural coating, and paving. Preliminary earthwork quantities for the project include 40,200 cubic yards of cut and 1,600 cubic yards of fill with a net export of 38,600 cubic yards of soil. The project would excavate to a depth of 45 feet for the mat slabs of the building and then another approximately 50 feet for the drilled piers of the building. During construction, the project shall comply with California Fire Code, Chapter 33 with regard to water supply and access requirements.

[1] During preparation of the technical analyses, the construction hours were assumed to be from 7:00 am to 10:00 pm. Since then, the hours have been reduced to 8:00 am to 5:00 pm. Therefore, the Air Quality and Greenhouse Gas Assessment (Appendix A) and the Noise and Vibration Assessment (Appendix E) analyzed longer construction activity and the results are conservatively higher.

Section 4.0 Environmental Setting, Checklist, and Impact Discussion

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 Aesthetics

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Senate Bill 743

Senate Bill (SB) 743 was adopted in 2013 and requires lead agencies to use alternatives to level of service (LOS) for evaluating transportation impacts, specifically vehicle miles traveled (VMT). SB 743 also included changes to CEQA that apply to transit-oriented developments, as related to aesthetics and parking impacts. Under SB 743, a project's aesthetic impacts will no longer be considered significant impacts on the environment if:

- The project is a residential or mixed-use residential project, or employment center project and
- The project is located on an infill site within a transit priority area.[2]

SB 743 also clarifies that local governments retain their ability to regulate a project's aesthetics impacts outside of the CEQA process. The project site is located within a transit priority area.[3]

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the California Department of Transportation (Caltrans). The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. There are three eligible State scenic highways within the City of Daly City, although none are officially designated; they include Skyline Boulevard (State Route (SR) 35), Cabrillo Highway (SR 1), and the Junipero Serra Freeway (I-280).

[2] An "infill site" is defined as "a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses." A "transit priority area" is defined as "an area within 0.5 mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan." A "major transit stop" means "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." Source: California Legislative Information. "Chapter 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects [21099- 21099.]." Accessed March 10, 2023. https://leginfo.legislature.ca.gov/faces/codes_displayText.xhtml?lawCode=PRC&division=13.&part=&chapter=2.7.&article=.

[3] TJKM. *455 Hickey Boulevard Traffic Impact Study*. January 31, 2023. Page 4.

Local

Daly City 2030 General Plan

The Daly City 2030 General Plan (General Plan) includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to aesthetics and are applicable to the proposed project.

Policy/Task	Description
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 reflect the character of the neighborhood, to ensure that new construction is compatible with existing development.

Design Review Ordinance

Chapter 17.45 of the Daly City Zoning Ordinance requires that certain projects undergo design review prior to issuance of any construction permits. A design review committee, as appointed by the mayor, shall evaluate the project's design, layout, and other features to ensure they are compatible with the existing setting. Projects required to undergo design review include new commercial buildings which exceed 2,000 square feet in area, or which are located on sites that are 2,500 feet in area or greater.

4.1.1.2 *Existing Conditions*

The project site is currently developed as the Serramonte Business Center, which includes an 80,652 square foot five-story office building and 112,500 square foot three-level parking garage. Surrounding buildings are primarily one- and two-story and vary in architectural style. The single-family residential neighborhood to the south consists of one- and two-story buildings. Commercial buildings to the north and south are primarily one-story. The North County Fire Authority building on Gellert Boulevard is two stories (refer to Photos 1 through 4).

Views of the project site vary based on the topography of the site. Elevations on the site range from 390 to 338 feet, sloping from the south to the north. Views of the site from Hickey Boulevard on the north include the three-level parking garage and five-story office building (refer to Photo 5). Views of the site from Serravista Avenue include the upper two- to three-stories of the office building and third level of the parking garage (refer to Photo 6). Views from the project site include San Bruno Mountain to the northeast. San Bruno Mountain is also intermittently visible from Serravista Avenue.

The nearest officially designated State Scenic Highway is I-280. The segment that is designated as scenic ends in San Bruno, adjacent to Valleywood Drive, approximately 2.4 miles south of the project site. The County has also recognized I-280 as having scenic quality due, in part, to views of San Bruno Mountain.

Photo 1: View of Retail Buildings and San Bruno Mountain from Gellert Boulevard (Facing East)

Photo 2: View of Retail Buildings, Residences, and San Bruno Mountain from Gellert Park (Facing East)

PHOTOS 1 & 2

Photo 3: View of Residences at the Intersection of Serravista Avenue and Victoria Street (Facing Southwest)

Photo 4: View of Residences along Serravista Avenue (Facing North)

PHOTOS 3 & 4

Photo 5: View of the Existing Office and Parking Garage from Hickey Boulevard (Facing South)

Photo 6: View of the Existing Office and Neighboring Retail Building from Serravista Avenue (Facing Northeast)

PHOTOS 5 & 6

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?[4] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Pursuant to SB 743 (Public Resources Code section 21099[d][1]) "aesthetic and parking impacts of a residential, mixed-use residential, or employment center on an infill site within a transit priority area shall not be considered significant impacts on the environment;" therefore, the aesthetics impacts of the project would not be significant. The following discussion is provided for informational purposes.

a) Would the project have a substantial adverse effect on a scenic vista?

The General Plan identifies three scenic vistas within Daly City: the coastline, San Bruno Mountain, and scenic corridors. The project site is not visible from the coastline due to distance and surrounding development. Scenic corridors identified in the General Plan include Skyline Boulevard (State Route 35), I-280, State Route 1, Guadalupe Canyon Parkway, Mission Street, John Daly Boulevard, and Lake Merced Boulevard. The scenic quality of these roadways include views of San Bruno Mountain and/or the coastline. The nearest of these scenic corridors is I-280, adjacent to the eastern boundary of the site. Although the project site would be visible from I-280, scenic views of San Bruno Mountain from I-280 would not be blocked by the proposed development. The project site would not be visible from the other scenic corridors due to surrounding development and distance. Intermittent views of San Bruno Mountain from public roadways in the project vicinity would remain with the proposed development.

[4] Public views are those that are experienced from publicly accessible vantage points.

The project would demolish the existing five-story office building and construct an up to eight-story office building on the site. Although the project vicinity may be visible from San Bruno Mountain, the proposed development would be part of larger views of urban development in Daly City. Based on its location, the distance from San Bruno Mountain, and the existing urban development in the surrounding area, the project (under either development option) would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

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

There are no designated State Scenic Highways within Daly City. As discussed in Section 4.1.1.2 Existing Conditions, the nearest segment of an officially designated State Scenic Highway is 2.4 miles south of the project site on I-280. The project site would not be visible from this segment of I-280 and, therefore, the project (under either development option) would not substantially damage scenic resources within a State Scenic Highway. **(No Impact)**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The 3.2-acre project site is located in an urbanized area of Daly City. The proposed project would result in the construction and operation of either an office or medical office building on a site developed with an existing five-story office building. The proposed project would alter the appearance of the existing site with a new office development. Under either development option, the office building exterior would consist primarily of silver blue or grey blue glass windows on each floor level with strips of warm grey or off white panels separating the floor levels. The roof of the building would be a flat top with metal cladded roof overhang and metal cladded roof screen (approximately 12 feet in height) along the flat roof top. The proposed office building would be built upon a concrete unenclosed parking garage that would include metal panels along the northern exterior to shield portions of the exposed parking garage. The project (under both development options) would also plant new trees pursuant to Section 12.40.150 of the Daly City Municipal Code to replace the 40 trees that would be removed as part of the project, which would improve the visual quality of the project site. While the proposed project would block some views of San Bruno Mountain from the section of Serravista Avenue fronting the project site, this roadway is not a scenic corridor and intermittent views of San Bruno Mountain would still be available along Serravista Avenue.

As described in Section 4.11 Land Use and Planning, both the Office Building and Medical Office Building options would require a rezoning to PD. The PD rezoning would modify the setback, massing, and height requirements for this site to allow for the maximum development footprint proposed. The Design Review Permit process required under Chapter 14.45 of the Municipal Code would ensure that the project conforms to the PD standards and design standards of the City.

Therefore, the project (under both development options) would not result in a substantial degradation of the visual character of the area and would not conflict with regulations governing scenic quality. **(Less than Significant Impact)**

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The project site is located within an urbanized area with light and glare typical of urban areas, including headlights, streetlights, parking lot lights, security lights, and reflective surfaces such as windows. The project would install perimeter lighting on level one (facing Hickey Boulevard), and level four (facing Serravista Drive) of the building. Level one would be the first level of the podium parking garage and level four represents the first level of the building accessed from Serravista Avenue where the main entrance would be located. Lighting would consist of linear recessed lights, surface-mounted floodlights, 14-foot pole lights, wall sconces, and uplighting of the building on Hickey Boulevard. Since the project vicinity is already dominated by existing light sources from the surrounding commercial uses, the increase in night lighting from the proposed development would not significantly increase the ambient light levels in the area.

The project would construct up to an eight-story office building with a substantial amount of exterior glass that would have the potential to generate glare. Compliance with the Design Review process and the General Plan policies would ensure that light and glare impacts are less than significant for either development option proposed. **(Less than Significant Impact)**

4.2 Agriculture and Forestry Resources

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is identified as Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[5]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[6]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[7] Programs such as CAL FIRE's Fire and Resource Assessment Program are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[8]

[5] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed February 16, 2023. https://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[6] California Department of Conservation. "Williamson Act." Accessed February 16, 2023. https://www.conservation.ca.gov/dlrp/lca.
[7] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[8] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed February 16, 2023. https://frap.fire.ca.gov/.

4.2.1.2 *Existing Conditions*

According to the Department of Conservation, the project site is designated as Urban and Built-Up Land, which is defined as land that is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10 acre-parcel.[9]

The project site has a General Plan land use designation of Commercial Office (C-O) and Commercial Retail and Office (C-RO). The project site is zoned Light Commercial (C-1), Office Commercial (C-O), and Planned Development (PD8A). The project site is currently developed with an office building and associated parking garage. The project site is not zoned for agriculture, forestry, or timberland; and is not the subject of a Williamson Act contract.

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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, forest land (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 a loss of forest land or conversion of forest land 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 forest land to non-forest use?	☐	☐	☐	☒

[9] California Department of Conservation. "California Important Farmland Finder." Last Updated September 29, 2021. Accessed February 16, 2023. https://maps.conservation.ca.gov/dlrp/ciff/app/.

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

As described in Section 4.2.1.2 Existing Conditions, the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, the project (under both development options) would not convert farmland to non-agricultural use. **(No Impact)**

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not subject to a Williamson Act contract. The site is zoned C-1, C-O, and PD8A and would not conflict with any agricultural zoning. Therefore, the project (under both development options) would not conflict with existing zoning for agricultural use or a Williamson Act contract. **(No Impact)**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

The project site is not designated or zoned as forest land, timberland, or zoned Timberland Production. For this reason, the project (under both development options) would have no conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

d) Would the project result in a loss of forest land or conversion of forest land to non-forest use?

The project site does not contain any forest land. The project (under both development options) would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

e) Would the project 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 forest land to non-forest use?

As described in Section 4.2.1.2 Existing Conditions, the project site is not designated as farmland, nor is it used or zoned for agriculture use or forest land. For these reasons, the project (under both development options) would not involve any changes in the existing environment which could result in conversion of Farmland to non-agricultural use or conversion or forest land to non-forest use. **(No Impact)**

4.3 Air Quality

4.3.1 Environmental Setting

The information in this section is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared by Illingworth and Rodkin, Inc. in March 2023. This report is available as Appendix A.

4.3.1.1 *Background Information*

Criteria Pollutants

Criteria air pollutants are pollutants that have established federal or state standards for outdoor concentrations to protect public health. Pursuant to the federal and state Clean Air Act, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established and enforced the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS), respectively. The NAAQS and CAAQS address the following criteria air pollutants: ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), particulate matter with a diameter of 10 microns or less (PM_{10}), particulate matter with a diameter of 2.5 micros or less ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. The CAAQS also includes visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

Toxic Air Contaminants

Toxic air contaminants (TAC) include airborne chemicals that are known to have short- and long-term adverse health effects. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway). Unlike criteria air pollutants, which have a regional impact, TACs are highly localized and regulated at the individual emissions source level.

DPM is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[10] Chemicals in diesel exhaust, such as benzene and formaldehyde, are also TACs identified by the CARB.

An overview of the sources of criteria pollutants and TACs, as well as their associated health effects, is provided in Table 4.3-1.

[10] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed March 23, 2023. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

Table 4.3-1: Sources and Health Effects of Criteria Air Pollutants and Toxic Air Contaminants

Pollutants	Description and Sources	Primary Effects
Ozone (O_3)	O_3 is a secondary criteria air pollutant that is the result of a photochemical (sunlight) reaction between reactive organic gases (ROG) and nitrogen oxides (NO_x). Pollutants emitted by motor vehicles, power plants, industrial boilers, refineries, and chemical plants are the common source for this reaction. High O_3 levels are caused by the cumulative emissions of ROG and NO_X. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Commons sources of ROG and NO_x are vehicles, industrial plants, and consumer products.	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	NO_2 is a reactive gas that combines with nitric oxide (NO) to form NO_x. NO_2 the byproduct of fuel combustion with common sources of NO_2 being emissions from cars, trucks, buses, power plants, and off-road equipment. Sources of NO_2 include motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions.	• Aggravation of respiratory illness • Reduced visibility
Carbon Monoxide (CO)	CO is a colorless, odorless, and toxic gas that is the product of incomplete combustion of carbon-containing substances (e.g., when something is burned). Common outdoor sources of CO include mobile vehicles (passenger cars and trucks) and machinery that burn fossil fuels.	• Interferes with oxygen delivery to the body's organ due to binding with the hemoglobin in the blood • Fatigue, headaches, confusion, and dizziness
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Particulate Matter is any material that is emitted as liquid or solid particles or a gaseous material, such as dust, soot, aerosols, and fumes. PM_{10} and $PM_{2.5}$ are both small enough particulates to be inhaled into the human lungs, and $PM_{2.5}$ is small enough to deposit into the lungs, which poses an increased health risk compared to PM_{10}. Typical sources of particular matter include stationary combustion of solid fuels, construction activities, vehicles, industrial processes, and atmospheric chemical reactions.	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility

Pollutants	Description and Sources	Primary Effects
Sulfur Dioxide (SO_2)	SO_2 is a pungent and colorless gaseous pollutant that is part of the sulfur oxides (SO_x) group and is the pollutant of greatest concern in the SO_x group. SO_x can react with other compounds in the atmosphere to form small particles. These particles contribute to particulate matter pollution. SO_2 is primarily formed from fossil fuel combustion at power plants and other industrial facilities. Sources of SO_2 include motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur. Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing.	• Aggravation of respiratory illness • Respiratory irritation such as wheezing, shortness of breath and chest tightness • Increased incidence of pulmonary symptoms and disease, decreased pulmonary function
Lead	Lead is a naturally occurring element that can be found in all parts of the environment including the air, soil, and water. As an air pollutant, lead is present in small particles. The most common historic source of lead exposure was the past use of leaded gasoline in motor vehicles. The exhaust resulting from use of leaded gasoline would release lead emissions into the air. Now, major sources of lead in the air are from ore and metals processing plants and piston-engine aircraft operating on leaded aviation fuel. Other sources are waste incinerators, utilities, and lead-acid battery manufacturers. The highest air concentrations of lead are usually found near lead smelters.	• Adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and the cardiovascular system
Toxic Air Contaminants (TACs)	TACs include certain air pollutants known to increase the risk of cancer and/or other serious health effects that range from eye irritation, respiratory issues, and neurological damage. Sources of TAC include, but are not limited to, cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products.	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following people who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the EPA is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously): PM, O_3, CO, SO_2, NO_2, and lead.[11]

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Diesel Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, this plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in addition to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel-fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

[11] NO_x is the group of nitrogen compounds (NO_2 and nitric oxide [NO]) that typically represents NO_2 emissions because NO_2 emissions contribute the majority of NO_x exhaust emissions emitted from fuel combustion.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and State ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how federal and State air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan. The 2017 Clean Air Plan focuses on the following two related BAAQMD goals and how to achieve them:

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TAC; and
- Protect the climate by reducing Bay Area GHG emissions 40 percent below 1990 levels by 2040 and 80 percent below 1990 levels by 2050.[12]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures. The latest CEQA Air Quality Guidelines are the 2022 CEQA Air Quality Guidelines adopted in April 2023 by the Air District Board of Directors.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to air quality and are applicable to the proposed project.

Policy/Task	Description
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.
Task RME-5.3	Consider cumulative air quality impacts consistent with the region's Clean Air Plan and State law.
Task RME-5.4	Require the preparation of a Transportation Systems Management plan for new development that has been determined to contribute to a reduction in location air quality.

[12] Bay Area Air Quality Management District. *Final 2017 Clean Air Plan.* April 19, 2017. Page 12.

Task RME-5.5	Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.
Policy RME-6	Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.

4.3.1.3 *Existing Conditions*

The San Francisco Bay Area (Bay Area) Air Basin is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the state O_3, PM_{10}, and $PM_{2.5}$ standards.[13,14] The area has attained both NAAQS and CAAQS for CO, SO_2, and NO_2. As the regional air district, BAAQMD is responsible for attaining the NAAQS and CAAQS for these pollutants. As part of an effort to attain and maintain ambient air quality standards for O_3, PM_{10}, and $PM_{2.5}$, BAAQMD has established thresholds of significance for these air pollutants and their precursors that apply to both construction period and operational period impacts. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys where temperatures are higher, there is less wind circulation, and sources of the precursor pollutants (ROG and NO_x) are prominent. In the Bay Area, most particulate matter is generated from the following activities: combustion, factories, construction, grading, demolition, agriculture, and motor vehicles. Motor vehicles are currently responsible for about half of particulates in the Bay Area. Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Sensitive Receptors

The closest sensitive receptors to the project site are in the single-family residences to the south of the project site (approximately 40 feet south of the project site boundaries). There are more receptors at further distances, including children at the Junipero Serra Elementary School approximately 850 feet southwest of the project site. This project would not introduce new sensitive receptors (i.e., residents) to the area.

Odors

Common sources of odors and odor complaints include wastewater treatment plants, transfer stations, coffee roasters, painting/coating operations, and landfills. Significant sources of offending odors are typically identified based on complaint histories received and compiled by BAAQMD. Typical large sources of odors that result in complaints are wastewater treatment facilities, landfills including composting operations, food processing facilities, and chemical plants. Other sources, such as restaurants, paint or body shops, and coffee roasters typically result in localized sources of odors. The project site is in an urban area with commercial and residential land uses and is not surrounded by facilities that produce substantial odors.

[13] Bay Area Air Quality Management District. "Air Quality Standards and Attainment Status." Last Updated January 5, 2017. Accessed March 24, 2023.

[14] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of SO2 or lead. These criteria pollutants are not discussed further.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Note: Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the determinations.

4.3.2.1 *Thresholds of Significance*

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of Daly City has considered the air quality thresholds updated by BAAQMD in April 2023 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds for criteria air pollutants and fugitive dust used in this analysis are identified in Table 4.3-2. Table 4.3-3 below lists the BAAQMD health risk and hazards thresholds for single-source and cumulative sources.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds*	Operation Thresholds	Operation Thresholds
	Average Daily Emissions (pounds/day)	Average Daily Emissions (pounds/day)	Annual Average Emissions (tons/year)
ROG and NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	

Notes: ROG = reactive organic gases; NO_X = oxides of nitrogen; PM_{10} = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; CO = carbon monoxide

* The Air District recommends that for construction projects that require less than one year to complete, lead agencies should annualize impacts over the scope of actual days that peak impacts would occur rather than over the full year. Additionally, for phased projects that results in concurrent construction and operational emissions. Construction-related exhaust emissions should be combined with operational emissions for all phases where construction and operations overlap.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

Table 4.3-3: BAAQMD Health Risks and Hazards Thresholds

Health Risk	Single Source	Combined Cumulative Sources
Cancer Risk	10 per one million	100 per one million
Non-Cancer Hazard Index	1.0	10.0
Annual $PM_{2.5}$ Concentration	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)

Notes: $\mu g/m^3$ = micrograms per cubic meter; $PM_{2.5}$= fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less

Thresholds are applicable to construction and operational activities.

Source: Bay Area Air Quality Management District. *2022 California Environmental Quality Act Air Quality Guidelines*. April 2023. Pages 3-5 and 3-6.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

2017 Clean Air Plan

As described in Section 4.3.1.2 Regulatory Framework, the most current air quality plan from BAAQMD is the 2017 Clean Air Plan. The goals of the 2017 Clean Air Plan include protecting public health (as it relates to air quality) and protecting the climate. The BAAQMD Air Quality Guidelines

state that a determination of consistency with the 2017 Clean Air Plan should demonstrate that the project supports the primary goals of the 2017 Clean Air Plan, includes applicable control measures from the 2017 Clean Air Plan, and does not disrupt or hinder implementation of any 2017 Clean Air Plan control measures.

The project would support the primary goals of the 2017 Clean Air Plan of protecting public health and protecting the climate and would be consistent with control measures that focus on reducing emissions in the transportation, building, and energy sectors. For example, the project would be constructed in compliance with the California Green Building Standards Code (CALGreen), the building would be fully electrified pursuant with the City's Reach Code, and the project would provide EV (capable and capable with charging stations) parking spaces. All the electricity that would power building operations would be 100 percent carbon free from PCE. Also, during construction, the project would recycle and/or salvage for reuse a minimum of 65 percent of non-hazardous construction and demolition waste, consistent with CALGreen. Therefore, the project is consistent with control measures from the 2017 Clean air Plan. As a result, the proposed project would not conflict with the latest Clean Air planning efforts.

Additionally, as described in further detail below, the project would not exceed the BAAQMD significance thresholds for criteria air pollutant emissions (refer to Table 4.3-4, Table 4.3-5, Table 4.3-6, and Table 4.3-7), therefore, the project would not conflict with 2017 CAP's goal of attaining the NAAQS and CAAQS. As a result, the project would not conflict with or obstruct the implementation of an applicable air quality plan and the project would have a less than significant impact. **(Less than Significant Impact)**

Construction Criteria Air Pollutant Emissions

The California Emissions Estimator Model (CalEEMod) Version 2022.1.0 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The project land use types and size, and anticipated construction schedule described in Section 3.0 Project Description, were entered into CalEEMod. The CARB EMission FACtors 2021 (EMFAC2021) model was used to predict emissions from construction traffic, which includes worker travel, vendor trucks, and haul trucks. The CalEEMod model output along with construction inputs are included in Appendix A.

Average daily emissions were calculated for construction of both the Office Building and Medical Office Building options by dividing the annual construction emissions by the number of active construction workdays that year. Table 4.3-4 shows the average daily construction emissions of ROG, NOX, PM_{10} exhaust, and $PM_{2.5}$ exhaust for construction of the Office Building and Table 4.3-5 shows the construction criteria air pollutants for the Medical Office Building development option.

Table 4.3-4: Office Building Construction Criteria Pollutant Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
	Average Daily Emissions (pounds/day)			
2023 (85 construction workdays)	0.71	16.47	0.24	0.24
2024 (262 construction workdays)	1.60	25.95	0.38	0.38
2025 (205 construction workdays)	16.00	26.93	0.39	0.39
Significance Threshold (pounds per day)	54	54	82	54
Significant?	*No*	*No*	*No*	*No*

Note: Average daily emissions calculated by dividing the construction emissions by the number of construction workdays.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

Table 4.3-5: Medical Office Building Construction Criteria Pollutant Emissions

Year	ROG	NO_x	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
	Average Daily Emissions (pounds/day)			
2023 (85 construction workdays)	0.71	16.47	0.24	0.24
2024 (262 construction workdays)	11.45	24.81	0.38	0.38
2025 (205 construction workdays)	10.83	25.85	0.39	0.39
Significance Threshold (pounds per day)	54	54	82	54
Significant?	*No*	*No*	*No*	*No*

Note: Average daily emissions calculated by dividing the construction emissions by the number of construction workdays.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

As shown in Table 4.3-4 and Table 4.3-5, predicted average daily project construction emissions for both development options would not exceed the BAAQMD significance thresholds during any year of construction. Therefore, project construction of both the Office Building and the Medical Office Building options would have a less than significant criteria pollutant emissions impact and would not conflict with or obstruct implementation of the 2017 Clean Air Plan.

Operational Criteria Pollutant Emissions

Operational criteria pollutant emissions from the project would be generated primarily from vehicles driven by future employees traveling to the proposed project site and testing of the diesel-powered emergency generator. The Office Building option would generate 1,934 net new daily trips and the Medical Office Building option would generate 5,471 net new daily trips. The Office Building option would include a 600-kW emergency generator powered by a 900-horsepower engine and a 1,000-kW generator powered by a 1,500-horsepower engine. The Medical Office Building option

would only include the 600-kW emergency generator. The generators for both options would be located on ground level in the building service yard. The generators would be tested periodically and power the buildings in the event of a power failure. For modeling purposes, it was assumed that the generators would be operated primarily for testing and maintenance purposes. CARB and BAAQMD requirements limit these engine operations to 50 hours each per year of non-emergency operation. In addition, evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical operational emissions from these types of uses. CalEEMod was used to estimate emissions from operation of the proposed project.

Table 4.3-6 and Table 4.3-7 provide annual operational emissions and the average daily operational emissions for the Office Building and Medical Office Building options, respectively. The daily emissions were calculated assuming 365 days of operation.

Table 4.3-6: Office Building Operational Criteria Pollutant Emissions

Scenario	ROG	NO_x	PM_{10}	$PM_{2.5}$
	Emissions (tons/year)			
Proposed Project 2026 Annual Emissions	2.70	1.05	0.87	0.17
Existing Development 2023 Annual Emissions	0.82	0.38	0.26	0.06
Net Annual Emissions	1.88	0.67	0.61	0.11
Significance Threshold	10	10	15	10
Significant?	*No*	*No*	*No*	*No*
	Emissions (pounds/day)*			
Proposed Project 2026 Net Daily Emissions	10.30	3.67	3.34	0.60
Significance Threshold	54	54	82	54
Significant?	*No*	*No*	*No*	*No*

* Average daily emissions calculated based on annual emissions and 365 days per year for operations.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

Table 4.3-7: Medical Office Building Operational Criteria Pollutant Emissions

Scenario	ROG	NO_x	PM_{10}	$PM_{2.5}$
	Emissions (tons/year)			
Proposed Project 2026 Annual Emissions	3.38	1.88	1.98	0.38
Existing Development 2023 Annual Emissions	0.82	0.38	0.26	0.06
Net Annual Emissions	2.56	1.50	1.72	0.32
Significance Threshold	10	10	15	10
Significant?	*No*	*No*	*No*	*No*
	Emissions (pounds/day)*			
Proposed Project 2026 Net Daily Emissions	14.03	8.22	9.42	1.75
Significance Threshold	54	54	82	54
Significant?	*No*	*No*	*No*	*No*

* Average daily emissions calculated based on annual emissions and 365 days per year for operations.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

As shown in Table 4.3-6 and Table 4.3-7, neither development options would exceed the BAAQMD significance thresholds for ROG, NO_X, PM_{10}, and $PM_{2.5}$ during operations. Therefore, the project would have a less than significant criteria pollutant emissions impact and would not conflict with or obstruct implementation of the 2017 Clean Air Plan.

As described above, the project (under either development option) would not conflict with or obstruct implementation of the applicable air quality plan. The project design is consistent with the applicable 2017 Clean Air Plan control measures and project criteria air pollutant emissions (including both construction and operation emissions) would not exceed BAAQMD significance thresholds. Therefore, the project would not conflict with or obstruct implementation of the 2017 Clean Air Plan. **(Less than Significant Impact)**

b) Would the project 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?

The Bay Area is designated a nonattainment area for the federal O_3 and $PM_{2.5}$ standards and for the State O_3, PM_{10}, and $PM_{2.5}$ standards. As described in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. While both development options would increase criteria pollutants in the Bay Area due to construction and operational activities, which would contribute to existing violations of O_3 and particulate matter standards,

neither development option would result in any air pollutant emissions that would exceed the BAAQMD's significance thresholds (see discussion under checklist question a). As a result, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment. **(Less than Significant Impact)**

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Criteria Air Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the Supreme Court of California determined that CEQA requires that the potential for the project's emissions to affect human health in the air basin must be disclosed when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute considerably to a significant cumulative impact. Federal and State ambient air quality standards are health-based standards and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed not to have an adverse health effect. As shown in Table 4.3-4, Table 4.3-5, Table 4.3-6, and Table 4.3-7 criteria air pollutant emissions generated by either development option would not exceed the BAAQMD thresholds. Therefore, the Office Building and Medical Office Building project options would not expose sensitive receptors to substantial criteria air pollutant concentrations. **(Less than Significant Impact)**

Fugitive Dust

Construction activities associated with the project, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce the emissions. The project would be required to incorporate the following mitigation measure that incorporates the BAAQMD best management practices to reduce fugitive dust related impacts.

Impact AIR-1: Construction of either the Office Building or the Medical Office Building would generate fugitive dust and exhaust emissions. **(Significant Impact)**

Mitigation Measures: To reduce fugitive dust emissions, the project shall implement the following mitigation measures:

MM AIR-1.1: BAAQMD Best Management Practices. During any construction period ground disturbance, the applicant shall ensure that the project contractor implements measures to control dust. Implementation of the measures recommended by BAAQMD and listed below would reduce the fugitive dust associated with grading and new construction to a less-than-significant level. The contractor shall implement the following best management practices for the entire duration of construction:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt trackout 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.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 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.
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a 6- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Publicly visible signs shall be posted with the telephone number and name of the person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's General Air Pollution Complaints number shall also be visible to ensure compliance with applicable regulations.

The best management practices listed above shall be printed on all construction documents, contracts, and project plans. The project applicant and/or contractor shall submit the construction documents, contracts, and project plans to the Director of Economic Community Development or the Director's designee for review and approval prior to the issuance of a demolition or grading permit, whichever occurs earliest.

With the implementation of Mitigation Measures MM AIR-1.1, fugitive dust emissions would be minimized and reduced to less than significant levels through the use of measures (such as watering

and covering exposed surfaces) to control the amount of fugitive dust generated during construction. **(Less than Significant Impact with Mitigation Incorporated)**

Toxic Air Contaminants

Construction

Construction equipment and associated heavy-duty truck traffic emit DPM, which is a known TAC. Construction exhaust emissions pose health risks for sensitive receptors such as surrounding residents south of Serravista Avenue. The primary community risk impacts associated with construction emissions are cancer risk and exposure to DPM and $PM_{2.5}$. The construction effort for both development options would be the same; therefore, only one construction scenario is modeled for both the proposed Office Building and Medical Office Building.

Operation

Sources of operational TAC would be the emergency generators. The health risk assessment prepared by Illingworth & Rodkin, Inc., assumed for both development options that the 900-kW and 1,000-kW generators would be operational for testing and maintenance purposes as this is a conservative approach that identifies the highest potential health risk impacts. The project traffic trips were not included in the health risk assessment because the net new trips generated by either development option would be below 10,000 total vehicles per day, which is the BAAQMD threshold for low-impact roadway sources of TAC, and the majority of the trips would be from light-duty vehicles (i.e., passenger automobiles) that would be dispersed on the roadway system not in a singular location.[15]

Summary of Project TAC Health Risks and Hazards

The health risk assessment completed for the project evaluated potential health effects from the project's TAC sources (construction and operation) upon nearby sensitive receptors (e.g., residences). The health risk assessment identified a maximally exposed individual (MEI). The project maximally exposed individual (MEI) is identified as the sensitive receptor that is most impacted by the project's construction and operation TAC sources. The MEI for this project is located at a single-family residence across Serravista Avenue 50 feet south of the project site.[16] Health risk impacts associated with the construction and operation of both development options at Junipero Serra Elementary School were also modeled assuming a child exposure to represent the students attending the school. The health risk impacts related to the project's TAC sources are summarized

[15] The Office Building option would generate 1,934 net new daily trips and the Medical Office Building option would generate 5,471 net new daily trips.

[16] The MEI represents the areas with the highest exposures to TACs generated from construction and subsequent operation of the proposed project. A property identified as the MEI (red dot) does not mean the individuals at that location have an imminent probability or chance of contracting cancer or experiencing acute/chronic health risks. The health risks computed are conservative calculations that are not reflective of an actual cancer or hazard risks likely to be experienced by a singular individual.

in Table 4.3-8, and the location of the TAC sources in relation to the MEI and school are shown in Figure 4.3-1, below.

Table 4.3-8: Project Risk Impacts at the Off-Site MEI and School Receptors

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Project Impact – Off-Site MEI			
Project Construction (Years 0–2)	16.05 (infant)	0.14	0.01
Project Generators (Years 3–30)	0.78 (child)	<0.01	<0.01
Total/Maximum Project Impacts (Years 0–30)	16.83	0.14	0.01
BAAQMD Single-Source Threshold	10	0.3	1.0
Significant?	*Yes*	*No*	*No*
Junipero Serra Elementary School			
Project Construction (Years 0–2)	0.61 (child)	0.01	<0.01
Project Generators (Years 3–6)	0.02 (child)	<0.01	<0.01
Total/Maximum Project Impacts (Years 0–6)	0.63	0.01	<0.01
BAAQMD Single-Source Threshold	10	0.3	1.0
Significant?	*No*	*No*	*No*

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

As shown in Table 4.3-8 above, the health risk impacts associated with construction and operation of proposed development options would exceed the BAAQMD single-source threshold for cancer risk at the location of the residential MEI receptor. The single-source thresholds for $PM_{2.5}$ concentrations and the hazard index would not be exceeded.

Source: Illingworth & Rodkin, Inc., March 17, 2023.

PROJECT TAC SOURCES AND LOCATION OF THE MEI | FIGURE 4.3-1

Impact AIR-2: Under both the Office Building and Medical Office Building development options, the BAAQMD single-source cancer risk threshold of 10 per million would be exceeded due to project construction DPM emissions. **(Significant Impact)**

Mitigation Measures: The project shall implement the following mitigation measure to reduce health risk impacts to below the BAAQMD single-source threshold for cancer risk:

MM AIR-2.1: Prior to the issuance of any demolition or grading permits (whichever occurs earliest), the project applicant shall submit a construction management plan to the Director of Economic and Community Development or Director's designee for review and approval. The construction management plan shall demonstrate that off-road equipment used during construction (including on-site and off-site within a right-of-way) would achieve a fleet-wide average reduction of 45 percent in particulate matter exhaust. The construction management plan that is based on either option 1 or 2 (as described in detail below) shall be accompanied by a letter signed by an air quality specialist, verifying that the equipment included in the plan meets the standards described below. Verification shall include modeling the emissions of the construction management plan to ensure the 45 percent reduction in particular matter exhaust is attained. The project applicant shall submit the final construction management plan and verification letter to the Director of Economic and Community Development or Director's designee for review and approval. The construction management plan shall include, but not be limited to, the following:

- List of activities and estimated timing.
- Equipment that would be used for each activity.
- Manufacturer's specifications for each piece of equipment that provides the emissions level; or the manufacturer's specifications for devices that would be added to each piece of equipment to ensure the emissions level meet the thresholds in the mitigation measure.
- How the construction contractor will ensure that the measures listed are monitored.
- How the construction contractor will remedy any exceedance of the thresholds.
- How often and the method the construction contractor will use to report compliance with this mitigation measure.

In order to achieve the 45 percent particular matter exhaust reduction, the project would include either option 1 or 2:

(1) Tier 4 Emission Equipment. All construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall meet at least U.S. EPA Tier 4 interim emission standards for particulate matter (PM_{10} and $PM_{2.5}$). If use of Tier 4 interim equipment is not available, alternatively (or in combination) use equipment that meets U.S. EPA emission standards for Tier 2 or 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 45 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment. As another alternative, the use of electrical or non-diesel fueled equipment may be used in substitution of diesel equipment.

(2) Alternative Construction Operations Plan. Alternatively, the project applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 45 percent or greater. Elements of the plan could include a combination of the following measures:

- Implementation of Tier 4 rated or alternatively fueled equipment,
- Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
- Use of electrically powered equipment,
- Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
- Change in construction build-out plans to lengthen phases, and
- Implementation of different building techniques that result in less diesel equipment usage.

All measures of the final construction management plan shall be printed on all construction documents, contracts, and project plans. The construction documents, contracts, and project plans shall be submitted to the Director of Economic and Community Development of Director's designee for review and approval. The construction management plan shall be implemented by the project's contractor for all phases of construction.

With the implementation of MM AIR-2.1, which requires the project to use cleaner construction equipment to reduce exhaust emissions, the project's cancer risk (under both development options) would be reduced from 16.83 per million to 7.70 per million. As a result, the health risk impacts associated with the Office Building and Medical Office Building options would be reduced below the BAAQMD single-source thresholds. As discussed in Section 4.3.1.2 Regulatory Framework, BAAQMD's thresholds are set to be protective of human health and, therefore, the project's health risk impacts from construction, with mitigation, would not cause significant adverse health impacts. **(Less than Significant Impact with Mitigation Incorporated)**

Cumulative Health Risk Impacts

The community health risk assessment considered all substantial sources of TACs (such as permitted stationary sources and/or roadways with average daily trips exceeding 10,000 vehicles) that could affect sensitive receptors located within 1,000 feet of the project site. Cumulative community risk sources within 1,000 feet of the project site include I-280, Hickey Boulevard, Gellert Boulevard, and five permitted stationary sources (one emergency generator and four gas dispensing facilities). Table 4.3-9 reports both the project and cumulative community risk impacts at the project MEI. Figure 4.3-2 shows the locations of the cumulative TAC sources in relation to the project MEI.

Table 4.3-9: Cumulative Risk Impacts at the Off-Site MEI

Source	Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Total/Maximum Project Impact (Unmitigated)	16.83	0.14	0.01
Total/Maximum Project Impact (Mitigation)	7.70	0.07	<0.01
I-280 (Freeway)	3.20	0.12	-
Hickey Boulevard (Roadway)	0.36	0.04	<0.01
Gellert Boulevard (Roadway)	0.68	0.06	<0.01
Kaiser Foundation Hospital (Emergency Generator)	0.09	<0.01	<0.01
Chevron Station (Gas Dispensing Facility)	1.59	-	0.04
Hickey Way Shell (Gas Dispensing Facility)	0.45	-	0.02
Gellert Shell (Gas Dispensing Facility)	1.02	-	0.03
Cumulative Total (Unmitigated)	24.22	<0.37	<0.13
Cumulative Total (Mitigated)	15.09	<0.30	<0.13
BAAQMD Cumulative Source Threshold	100	0.8	10.0
Significant? (Unmitigated)	*No*	*No*	*No*
Significant (Mitigated)	*No*	*No*	*No*

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

As shown in Table 4.3-9, the project's community risk impact would not exceed the cumulative thresholds for increased cancer risk, $PM_{2.5}$ concentration, or HI values with and without mitigation. Therefore, the project under either development would not expose sensitive receptors to substantial pollutant concentrations from cumulative sources of TACs. **(Less than Significant Impact)**

Source: Illingworth & Rodkin, Inc., March 17, 2023.

CUMULATIVE TAC SOURCES AND MAXIMUM TAC IMPACTS AT THE MEI | FIGURE 4.3-2

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The proposed project would construct either an Office Building or Medical Office Building. Construction of either development option would result in diesel exhaust emissions from the use of heavy-duty construction equipment and vehicles and when equipment is idling. However, these odors would be intermittent and would disperse with distance. All construction-related odors would cease upon completion of construction. The BAAQMD 2022 Air Quality CEQA Guidelines lists screening distances for land uses that generate substantial odors such as landfills, food manufacturing, compositing facilities, and chemical plants. An Office Building and Medical Office Building are not listed; therefore, the project would not include any sources of significant odors that would result in complaints from surrounding uses. Odor impacts from construction and operational activities would be less than significant. **(Less than Significant Impact)**

4.4 Biological Resources

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. Take is more broadly defined by the federal Endangered Species Act to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Fish and Game Code Section 1602

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian habitat requires a Streambed Alteration Agreement from the CDFW.

Regional and Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to biological resources and are applicable to the proposed project.

Policy/Task	Description
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.

Municipal Code Chapter 12.40 – Urban Forestry

The Municipal Code provides regulations to optimize the use of trees and other landscaping within the city. Chapter 12.40 requires plans submitted to the City for the construction, repair, or alteration of any building, housing, or structure to include provisions for sufficient guards or protectors to prevent injury to any existing publicly owned trees, shrubs, flowers, or vines. It also imposes conditions regarding the displacement of public trees, where a comparable size tree shall be planted, or a fee is paid to the City to cover the cost of replacing a removed tree.

4.4.1.2 *Existing Conditions*

The 3.2-acre project site is located in an urbanized area of Daly City and is surrounded by commercial uses to the north and west and single-family residences to the south. I-280 borders the project site to the east. The project site is currently developed with an office building and associated parking lot. There are a total of 40 trees on the project site. The Arborist Report (refer to Appendix B) reviewed 48 trees, which includes eight off-site trees that would not be impacted by the project. A summary of the tree survey results (including tree name, health status, structure status, location, and removal recommendation) are shown in
Table 4.4-1 below.

There are no special status species known to occur on-site and there is no suitable habitat for special status species. There are also no wetlands or riparian habitat on-site or adjacent to the project site.[17]

Table 4.4-1: Summary of Tree Survey

Common Name	Number of Trees	Health Status Range	Structure Status Range	Number of Trees Recommended for Removal
Black acacia	16	Fair - Poor, Fair, and Fair - Good	Poor, Fair - Poor, and Fair	3
Laurel	1	Fair - Good	Fair - Poor	0
Mangrove	1	Fair	Fair - Poor	0
Monterey Pine	16	Poor, Fair, and Fair - Good	Poor, Fair - Poor, and Fair	2
Paperbark Tree	2	Fair and Fair - Good	Fair - Poor and Fair	0
Pohutukawa	7	Fair - Good and Good	Fair - Poor and Fair	0
Purple leaf plum	1	Fair - Good	Fair	0
Vinegar tree	4	Fair - Good	Fair	0
Total	48			5

Of the 48 trees surveyed, eight trees are located off-site. The off-site trees consist of four Pohutukawa trees and four vinegar trees.

Source: Urban Tree Management Inc. *Arborist Tree 455 Hickey Boulevard Daly City, CA 94015*. May 2021.

[17] United States Fish and Wildlife Service. "National Wetlands Inventory Surface Waters and Wetlands." Accessed February 16, 2023. https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (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, 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?	☐	☐	☐	☒

a) Would the project 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 CDFW or USFWS?

There are no candidate, sensitive, or special status species present on the project site. The proposed project (under both development options) would not have any effect, directly or indirectly, on species identified by any plans, policies, regulations, or by the CDFW or USFWS. However, the mature trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800.

Construction of both the Office Building and the Medical Office Building development options during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting birds/raptors, or any activities resulting in nest abandonment would constitute an impact. Construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

Impact BIO-1: Construction of the project could result in impacts to nesting birds, if present on or adjacent to the site at the time of construction. **(Significant Impact)**

Mitigation Measures: The project shall implement the following mitigation measures to reduce impacts to raptors and nesting birds to a less than significant level:

MM BIO-1.1: Avoidance. The project applicant shall notify the Director of Economic and Community Development or Director's designee of the approximate start and end dates of site disturbance activities prior to the issuance of any demolition or grading permits (whichever occurs earliest). The project applicant shall schedule demolition and construction activities to avoid the nesting season, if feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive). The Director of Economic and Community Development or Director's designee shall confirm that the construction activities would start outside of the nesting season.

MM BIO-1.2: Pre-construction Surveys. If demolition and construction cannot be scheduled between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the breeding season (February 1st through August 31st inclusive), and prior to any tree removal, or approval of any grading or demolition permits (whichever occurs earliest). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If active nests are discovered close to work areas, MM BIO-1.3 shall be initiated. The results of the pre-construction surveys shall be described in the report required by MM BIO-1.4.

MM BIO-1.3: Construction Free Buffer. If the ornithologist determines that an active nest is sufficiently close to work areas to be disturbed by construction, the ornithologist shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The construction free buffer zones shall be described in the report required by MM BIO-1.4. The construction

free buffer zones shall be observed by the project contractor during all phases of construction.

MM BIO-1.4: Report of Survey and Buffer. Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs earliest), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Economic and Community Development or Director's designee, prior to the removal of trees and issuance of a grading permit or demolition permit. The project applicant shall submit the final report to the Director of Economic and Community Development or Director's designee for review and approval.

Implementation of mitigation measure MM BIO-1.1, if feasible, would ensure that construction of the project takes place outside of the nesting season, thus avoiding any incidental loss of fertile eggs or nestlings, or nest abandonment. If demolition and construction cannot be scheduled between September 1st and January 31st, the implementation of mitigation measures MM BIO-1.2 through MM BIO-1.4 would identify and protect all active nests within the project's area of effect from being disturbed during construction. For these reasons, the project with the implementation of mitigation measures, MM BIO-1.1 through MM BIO-1.4, would not result in significant impacts to nesting birds. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

The project site is located in a developed, urban area of Daly City. There is no riparian habitat or other sensitive habitat areas on or adjacent to the project site. Therefore, the project (under both development options) would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS. **(No Impact)**

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

As described in Section 4.4.1.2 Existing Conditions, there are no federally protected wetlands on or adjacent to the project site. Therefore, the project (under both development options) would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

d) Would the project 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?

The project site is surrounded by built out urban land uses and major roadways, such as I-280. The surrounding development and roadways act as barriers to movement for terrestrial species, thus eliminating connectivity between blocks of core habitat and constraining wildlife movement in the immediate vicinity of the project site. In addition, there are no streams or waterways adjacent or near the project site. The closest creek to the project site is Colma Creek located approximately one mile east of the project site.[18] The project site (under both development options) is also not part of an established native or migratory wildlife corridor or nursery site. Therefore, the project would not interfere substantially with the movement of any native resident or migratory wildlife species. **(No Impact)**

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

The project (under both development options) would remove 35 of the existing 40 existing trees on-site and plant approximately 35 new trees on-site. Five of the 40 existing trees would be protected during construction. The trees proposed to remain on-site include three large Monterey pines (31 to 39 inches in diameter) and two small Black acacias (less than eight inches in diameter) that are located on Serravista Avenue adjacent to the southernmost project driveway and on the southern property line. The project would not remove any trees in the public right-of-way. Most of the trees to be removed are in fair health (refer to Table 4.4-1). The new tree plantings would be subject to the following standard conditions pursuant to Section 12.40.150 of the Daly City Municipal Code:

- New tree plantings on private property that result from use permits, zone changes, subdivisions and related activities shall require a one-year establishment period to ensure the health and vigor of the tree. Establishment period will commence upon city's acceptance of the planting. Tree replacement shall be required if the tree dies during the establishment period. A new establishment period will be determined at the time of replanting.
- All trees planted by property owners or contractors shall be inspected by a city representative prior to planting and planted in accordance with current city planting specifications.

The project would comply with the City's policies regarding tree planting and, therefore, would have a less than significant impact. **(Less than Significant Impact)**

[18] United States Fish and Wildlife Service. "National Wetlands Inventory." Accessed March 17, 2023. https://fwsprimary.wim.usgs.gov/server/rest/directories/arcgisoutput/Utilities/PrintingTools_GPServer/_ags_8498a33aa41d44f09b2d11c6bf0c74c4.pdf

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

The project site is not within the boundaries of the San Bruno Mountain Habitat Conservation Plan or any other conservation plan. Therefore, the project (under both development options) would not conflict with the provisions of an adopted Habitat Conservation Plan or other approved conservation plan. **(No Impact)**

4.5 Cultural Resources

The following discussion is based upon an Archaeological Sensitivity Assessment prepared by Archaeological/Historical Consultants in March 2023. A copy of the Archaeological Sensitivity Assessment, which is a confidential report, is on file at the City of Daly City Economic and Community Development Department and is available upon request with appropriate credentials.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

National Historic Preservation Act

Federal protection is legislated by the National Historic Preservation Act of 1966 (NHPA) and the Archaeological Resource Protection Act of 1979. These laws maintain processes for determination of the effects on historical properties eligible for listing in the National Register of Historic Places (NRHP). Section 106 of the NHPA and related regulations (36 Code of Federal Regulations [CFR] Part 800) constitute the primary federal regulatory framework guiding cultural resources investigations and require consideration of effects on properties that are listed or eligible for listing in the NRHP. Impacts to properties listed in the NRHP must be evaluated under CEQA.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is administered by the State Office of Historic Preservation and encourages protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes and affords protections under CEQA. Under Public Resources Code Section 5024.1(c), a resource may be eligible for listing in the CRHR if it meets any of the NRHP criteria.[19]

Historical resources eligible for listing in the CRHR must meet the significance criteria and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

The concept of integrity is essential to identifying the important physical characteristics of historical resources and, therefore, in evaluating adverse changes to them. Integrity is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The processes of determining integrity are

[19] California Office of Historic Preservation. "CEQA Guidelines Section 15064.5(a)(3) and California Office of Historic Preservation Technical Assistance Series #6." Accessed February 16, 2023. https://ohp.parks.ca.gov/pages/1069/files/technical%20assistance%20bulletin%206%202011%20update.pdf.

similar for both the CRHR and NRHP and use the same seven variables or aspects to define integrity that are used to evaluate a resource's eligibility for listing. These seven characteristics include 1) location, 2) design, 3) setting, 4) materials, 5) workmanship, 6) feeling, and 7) association.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to cultural resources and are applicable to the proposed project.

Policy/Task	Description
Policy LU-19.1	Archeological resources should be preserved where possible.
Task LU-19.1	Archeological resources are a valuable educational resource for the residents of the city. Every effort should be made to preserve them in their natural state when found or be excavated by professional archeologists for display in a museum.
Policy RME-19	Undertake measures to protect and preserve historic and archaeological resources.
Task RME-19.1	Comply with State statues related to historical and archaeological resources.

4.5.1.2 *Existing Conditions*

Historic Resources

The project site is currently developed with a five-story office building and three-story parking garage that was constructed in 1982. The project site has not been identified on any national, state, county, or city historic resources inventory.

Archaeological Resources

Historic Period Resources

The project site was historically used for cattle ranching from the late 1700s through the early 1900s and remained undeveloped until 1982. No historic-era structures appear to have been located in the vicinity; therefore, the project site has a low sensitivity for historic-era subsurface archaeological deposits.

Prehistoric and Native American Resources

According to the Archaeological Sensitivity Assessment prepared for the project, there are no previously known archaeological resources within one-quarter mile of the project area. The project site was previously graded in order to develop the current office building and native soils would have been removed and heavily modified. Therefore, the project site is considered to have low sensitivity for buried Native American archaeological deposits.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

There are no historical resources present pursuant to CEQA Guidelines Section 15064.5, as the project site and existing building is not listed in the National Register of Historic Places or the California Register of Historical Resources. Therefore, neither proposed development option would cause a substantial adverse change in the significance of a historical resource. **(No Impact)**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

As discussed in Section 4.5.1.2 Existing Conditions, the project site is considered to have low sensitivity for historic-era subsurface archaeological deposits and buried Native American archaeological deposits. Furthermore, the project site was substantially graded in order to develop the existing office building and parking garage and native soils have been heavily disturbed and modified. While unlikely, the project (under both development options) has the potential to encounter unknown subsurface archaeological resources during construction activities.

Impact CUL-1: Construction activities on the project site could potentially result in the disturbance of archaeological resources pursuant to CEQA Guidelines Section 15064.5. **(Significant Impact)**

Mitigation Measures: The project shall implement the following mitigation measures to reduce impacts to archaeological resources to a less than significant level:

MM CUL-1.1: Undiscovered Archaeological Resources. If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Director of Economic and Community Development or Director's designee shall be notified. The project sponsor shall hire a qualified archaeologist to conduct a field investigation. The City's Director of Economic and Community Development or Director's designee shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through data recovery or other methods determined adequate by a qualified archaeologist and that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-1.2: Report of Archaeological Resources. If archaeological resources are identified, a final report summarizing the discovery of cultural materials shall be submitted to the City's Director of Economic and Community Development or Director's designee prior to issuance of certificate of occupancy. This report shall contain a description of the mitigation program that was implemented and its results, including a description of the monitoring and testing program, a list of the resources found and conclusion, and a description of the disposition/curation of the resources.

MM CUL-1.1 and MM CUL-1.2 require the protection of undiscovered archaeological resources by halting construction if a resource is encountered and requiring appropriate treatment to reduce impacts to a less than significant level. With implementation of MM CUL-1.1 and MM CUL-1.2, impacts to any incidental discoveries of archaeological resources would be reduced to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

As described above in checklist question b), the site has no known archaeological resources, including human remains. In the unlikely event human remains are unearthed during project construction of either development option, damage to or destruction of significant archaeological remains would be a potentially significant impact.

Impact CUL-2: Construction activities on the project site could potentially result in the disturbance of human remains. **(Significant Impact)**

Mitigation Measures: The project shall implement the following mitigation measures to reduce impacts to unknown human remains to a less than significant level:

MM CUL-2.1: Human Remains. If human remains are discovered during project construction, all ground-disturbing activity within 100 feet of the resources shall be halted and the City's Director of Economic and Community Development or Director's designee and the San Mateo County coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely

Descendant, including the excavation and removal of the human remains. The Director of Economic and Community Development or Director's designee shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the Director of Economic and Community Development or Director's designee, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

MM CUL-2.1 would protect human remains by halting construction and requiring the project sponsor to contact qualified personnel (County corner, Native American tribe, and/or qualified archaeologists) to properly treat the human remains. With implementation of MM CUL-2.1, any potential impacts from incidental discoveries of human remains would be reduced to a less than significant level. **(Less than Significant Impact with Mitigation Incorporated)**

4.6 Energy

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6 of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.

California Green Building Standards Code

CALGreen establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy, and water consumption, and respond to state environmental directives. CALGreen covers five categories: planning and design, energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Local

Daly City General Plan

The City of Daly City's General Plan includes specific goals and policies to address energy conservation opportunities within the City. All new residential and nonresidential construction in the City must abide by the State of California's residential building standards for energy efficiency (Title 24 of the California Administrative Code). Title 24 Standards were established in 1978 to ensure that all new construction meets a minimum level of energy efficiency.

Policy/Task	Description
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.

Daly City's Green Vision

Daly City's Green Vision, A Climate Action Plan (CAP) for 2011-2020 and Beyond, was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for present and future generations. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City completed an update to the General Plan which incorporated these goals in March 2013.

Daly City Reach Code

In April 2021, the City Council of Daly City adopted a reach code ordinance to electrify buildings and vehicles in new construction. The new requirements are intended to result in safer and more comfortable buildings, increase electric vehicle charging infrastructure, and reduce carbon emissions. The ordinance requires all new buildings to be all-electric with some exceptions such as non-residential buildings containing a commercial kitchen may contain non-electric cooking appliances. The ordinance also requires electric vehicle charging infrastructure beyond that required in the 2019 California Green Building Standards Code.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,359 trillion British thermal units (Btu) in the year 2021, the most recent year for which this data was available.[20] Out of the 50 states, California is ranked second in total energy consumption and ranked 48 in energy consumption per capita. The breakdown by sector was approximately 20 percent (1,473 trillion Btu) for residential uses, 19 percent (1,397 trillion Btu) for commercial uses, 23.2 percent (1,704 trillion Btu) for industrial uses, and 37.8 percent (2,785 trillion Btu) for transportation.[21] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

In 2022, California's in-state electricity generated equaled about 80 percent of California electricity sales and the remaining 20 percent of the State's electricity supply came from out of state sources. In 2022, non-hydroelectric renewables provide 42 percent of California's total in-state electricity generation. The remaining source percentages are as follows: 42 percent from natural gas-fired power plants, eight percent from hydroelectric renewable resources, and eight percent from nuclear power.[22]

In 2022, a total of approximately 4,177 GWh of electricity was consumed in San Mateo County. The non-residential sector consumed approximately 2,580 GWh (62 percent) and the residential sector consumed approximately 1,597 GWh (38 percent).[23]

PCE is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by PCE is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the PCE service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources.[24]

Fuel for Motor Vehicles

In 2022, California produced approximately 124 million barrels of crude oil.[25] Retail sales of gasoline estimated approximately 13,640 millions of gallons of gasoline and 2,290 millions of gallons of

[20] United States Energy Information Administration. "California State Energy Profile." Last Updated April 20, 2023 Accessed September 29, 2023. https://www.eia.gov/state/print.php?sid=CA.
[21] Ibid.
[22] Ibid.
[23] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed October 9, 2023. https://ecdms.energy.ca.gov/Default.aspx.
[24] Peninsula Clean Energy. "Frequently Asked Questions." Accessed April 5, 2023. https://www.peninsulacleanenergy.com/faq.
[25] U.S. Energy Information Administration. "Petroleum & Other Liquids, California Field Production of Crude Oil." September 27, 2023. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=mcrfpca1&f=a

diesel were sold in California in 2022.[26] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in 2021.[27] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026. [28,29]

Energy Use of Existing Development

The electricity and natural gas used by the existing building on-site is shown below in Table 4.6-1.

Table 4.6-1: Estimated Annual Energy Use of Existing Development On-Site

Electricity Use (kWh)	Natural Gas Use (kBtu)	Gasoline (gallons per year)[1]
2,020,047	1,934,699	70,544

kWh = kilowatt hour; kBTU = kilo British thermal unit

Source: Illingworth and Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

[26] California Energy Commission. "2022 California Annual Retail Fuel Outlet Report Results (CEC-A15) Energy Assessments Division." August 16, 2023. Accessed September 29, 2023. https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-retail-fuel-outlet-annual-reporting.

[27] United States Environmental Protection Agency. "The 2022 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975." December 2022. Accessed September 29, 2023. https://www.epa.gov/system/files/documents/2022-12/420r22029.pdf.

[28] United States Department of Energy. "Energy Independence & Security Act of 2007." Accessed September 29, 2023. http://www.afdc.energy.gov/laws/eisa.

[29] United States Department of Transportation. "USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." April 1, 2022. Accessed September 29, 2023. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026.

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

Construction of the project would require energy for the transportation of building materials, site preparation and grading, and construction of the proposed development options (Office Building or Medical Office Building). Construction processes are generally designed to be efficient in order to avoid excess monetary costs. Therefore, equipment and fuel are not typically used wastefully on the site because of the added expense associated with renting the equipment, as well as maintenance and fuel. In addition, the project would recycle at least 65 percent of construction and demolition waste consistent with CALGreen requirements. For these reasons, construction of the project would not use energy in a wasteful manner. **(Less than Significant Impact)**

Operation

The proposed project (under both development options) would increase the density/intensity of uses on the site and would result in a net increase in energy use. Operation of either the proposed Office Building or Medical Office Building would consume energy for multiple purposes including, building heating and cooling, lighting for the proposed buildings and parking garages, and operation of appliances and electronics. Energy would also be consumed during each vehicle trip generated by employees, visitors, and vendors. The project's estimated energy demands for the Office Building and Medical Office Building are summarized in Table 4.6-2.

Table 4.6-2: Estimated Annual Project Energy Demand

	Electricity (kWh per year)	Natural Gas (kBtu)	Gasoline* (gallons)
Office Building	9,158,936	0	244,092
Medical Office Building	6,346,020	0	559,461
Existing	2,020,047	1,934,699	70,544
Net Office Building Energy	7,138,889	0	173,548
Net Medical Office Building Energy	4,325,973	0	488,917

kWh = kilowatt hour; kBTU = kilo British thermal unit

Note: Gasoline demand was calculated by dividing the project's estimated VMT by 25.4 mpg. Office Building VMT would be 6,199,937 VMT per year, Medical Office Building VMT would be 14,210,297 VMT per year, and the existing office development VMT would be 1,791,816 VMT per year.

Source: Illingworth and Rodkin, Inc. *455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment*. March 2023.

Based on the net energy increases shown in Table 4.6-2, both the Office building and Medical Office Building development options would increase electricity and gasoline consumption compared to the existing general office development.

To ensure that energy is not wasted or unnecessarily consumed, the project would comply with Title 24 and CALGreen energy efficiency measures, as well as City of Daly City Green Vision requirements. These various requirements would reduce project energy demand by ensuring that the project would be built to current energy efficiency standards, include energy efficient appliances, and reduce construction waste disposal trips. Also, the proposed project under either development option would be 100 electric and source electricity from PCE, which provides electricity procured from renewable sources (approximately 50 percent or 100 percent). The project is also an infill site that encourages alternatives to single-vehicle occupancy trips because the site is in proximity to public transit and is adequately served by pedestrian and bicycle facilities as described in Section 4.17 Transportation. Therefore, the project (under either development option) would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project operation. **(Less than Significant Impact)**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

According to the 2022 Integrated Energy Policy Report Update, the State is working towards decarbonizing the energy system and moving towards a 100 percent carbon-free system by 2045 to ensure that California reaches carbon neutrality.[30] The project (under both development options) would obtain energy from the PCE which provides 50 to 100 percent carbon free electricity to the project site. While the project would result in an increase in demand on existing energy resources, the project would be required to comply with applicable regulations and City policies that would conserve energy and water and reduce fuel consumption and waste generation. For these reasons, the proposed project (under both development options) would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(Less than Significant Impact)**

[30] California Energy Commission. *2022 Integrated Energy Policy Report Update*. February 2023.

4.7 Geology and Soils

The following discussion is based, in part, on a Geotechnical Investigation prepared by TRC Companies, Inc. in August 2021. A copy this report is included as Appendix C of this Initial Study.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The CBC prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of

Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to geology and soils and are applicable to the proposed project.

Policy/Task	Description
Policy SE-1.1	Continue to investigate the potential for seismic and geologic hazards as part of the development review process and maintain this information for the public record. Update Safety Element maps as appropriate.
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-6.1	Regulate building construction practices to prevent hazardous structures and assure structural safety. Measures may include requiring conformance to an accepted set of construction standards, authorizing inspection of suspected dangerous structures, discontinuing improper construction activities, and eliminating hazardous conditions.

4.7.1.2 *Existing Conditions*

Regional Geological Conditions

The project site and the surrounding parts of Daly City are located within the San Francisco Peninsula which is set within the Coast Ranges Geomorphic Province. The San Francisco Peninsula is located north of the Santa Cruz Mountains where it is bordered by the Pacific Ocean to the west and the San Francisco Bay to the east. The Coast Ranges Geomorphic Province is typified by northwest-southeast trending mountain ranges that stretch from the Oregon border in the north to Point Conception in the south.

On-Site Geological Conditions

Soils and Topography

The project site is located in an area with orthents soil.[31] The soil in this area does not have high shrink or swell potential.[32]

Seismicity

There are several major fault zones present in the Bay Area. The site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone.[33] The nearest known active faults are the Serra Fault and the San Andreas Fault, which are located approximately 0.5-mile northeast and southwest of the project site, respectively. Daly City would be subject to violent levels of shaking in the event of an earthquake.[34]

Liquefaction

Liquefaction is a result of seismic activity characterized by the transformation of loose water-saturated soils from a solid state to a liquid state during ground shaking. The site is not located within an area zoned by the State of California for seismically- induced liquefaction hazard. The project site has a low potential for liquefaction.

Landslide and Lateral Spreading

The potential for landslides or downslope movement is dependent on slope geometry, subsurface soil and groundwater conditions, prior slope behavior, and severity of ground shaking. According to

[31] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH# 2012032024.* October 2012. Figure 3.5-1.
[32] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH# 2012032024.* October 2012. Figure 3.5-6.
[33] TRC Companies. *Geotechnical Investigation Office Building and Parking Structure 455 Hickey Boulevard Daly City*. August 20, 2021. Page 3.
[34] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH# 2012032024.* October 2012. Page 3.5-1.

the General Plan EIR, the project site is designated as "Few landslides" and there is a low potential for landslide risk in the project area.[35]

Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or "free" face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures. The project site does not contain any features susceptible to lateral spreading. The low probability of liquefaction and distance to a body of water (Colma Creek is approximately one mile east of the project site) decreases the potential for lateral spreading to occur on-site.

Groundwater

According to the Geotechnical Investigation, groundwater was not encountered during the exploratory subsurface boring testing, but groundwater is likely present at depths of 50 feet below ground surface (bgs). Groundwater levels can fluctuate temporally due to a variety of factors, including seasonal variations in precipitation and temperature, and rates of groundwater extraction in the surrounding area.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from geologic strata. Based on a database from the University of California Museum of Paleontology, at least one locality of fossils is located in Daly City at Mussel Rock. The locality contains records for two fossilized plant species, Pseudotsuga taxifolia and Pinus masonii.[36] The project is not located on or near Mussel Rock. The probability of paleontological resources on-site is low.

[35] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH # 2012032024.* October 2012. Figure 3.5-4.
[36] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH # 2012032024.* October 2012. Page 3.4-5

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- 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)?	☐	☐	☒	☐
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that will 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 the current California Building Code, creating substantial direct or indirect 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?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?

Fault Rupture

As described in Section 4.7.1.2 Existing Conditions, the project site is not located within an Alquist-Priolo Earthquake Fault Hazard Zone. While existing faults are located in the region, the project (under both development options) is outside of the fault zone for any regional fault systems, and loss, injury, or death from fault ruptures would not occur on the site.

Seismic Ground Shaking

The project site is located within the seismically active San Francisco Bay region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. During an earthquake, very strong ground shaking could occur at the project site. In accordance with the California Building Code, City's General Plan, and Municipal Code, the proposed development (under either development option) would be built using standard engineering and seismic safety design techniques to avoid or minimize potential damage from seismic shaking. The project would be designed and constructed in accordance with the recommendations of a geotechnical report prepared for the site, which identifies the specific design features related to geologic and seismic conditions. Conformance to the California Building Code and the design-level geotechnical investigation would ensure impacts from the project due to a seismic event would be less than significant.

Liquefaction and Lateral Spreading

As discussed under Section 4.7.1.2 Existing Conditions, the project site is not located within a state-designated Liquefaction Hazard Zone and is not susceptible to lateral spreading due to the low probability of liquefaction and distance from a body of water. Additionally, seismically induced liquefaction typically occurs when saturated, loose, low-plasticity soils lose shear strength during strong ground shaking. The soils on-site do not have shrink swell potential. The project (under either development option) would involve subsurface work up to depths of 50 feet bgs for the bottom of the mat slab of the building foundation and for the drilled piers. As discussed in Section 4.7.1.2 Existing Conditions, groundwater depth was assumed to be at a depth of 50 feet bgs, but no free standing ground water was encountered in boring investigations at 50 feet bgs. The risk of liquefaction at the project site was deemed to be low. Furthermore, both development options would be required to be constructed in accordance with the recommendations of the design-level geotechnical investigation (as required by Daly City Municipal Code 15.62.140), which would ensure geologic impacts related to liquefaction and lateral spreading are reduced via project design. As such, the project would not result in substantial adverse effects associated with liquefaction and lateral spreading.

Landslides

As described in Section 4.7.1.2 Existing Conditions, the project site is within an area designated as "Few landslides" with low potential for landslide risk. The project would not change the topography of the site and surrounding area such that the likelihood of landsliding occurring would increase.

As described above, the project site is in an area of low risk for liquefaction, landslides, and lateral spreading. The project, in conformance with applicable regulations and with the implementation of the recommendations in the geotechnical report, would not result in significant impacts from seismicity and seismic-related hazards. **(Less than Significant Impact)**

b) Would the project result in substantial soil erosion or the loss of topsoil?

Daly City requires project applicants to submit a stormwater management plan that illustrates full compliance with the Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit (MRP). This requires the project to include stormwater controls, including site design measures, source controls, treatment measures, low impact development, hydromodification management, and construction best management practices to limit erosion. These measures would help to control erosion and are discussed further in Section 4.10 Hydrology and Water Quality. The project, with the implementation of the requirements, would not result in substantial soil erosion or loss of topsoil. **(Less than Significant Impact)**

c) Would the project be located on a geologic unit 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?

As discussed above in checklist question a), the project site has a low potential for liquefaction and related hazards. A project-specific design-level geotechnical report would be prepared for the project to assess soil conditions and recommend site specific designs pursuant to General Plan Policy SE-1.2. The proposed construction would not result in instability of soil or another geologic unit on-site or off-site. **(Less than Significant Impact)**

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

The project site is not located within an area identified as having a high soil expansion potential as described in Section 4.7.1.2 Existing Conditions. The project would be constructed in accordance with a design-level geotechnical investigation to reduce any risk of life or property due to expansive soils. **(Less than Significant Impact)**

e) Would the project 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?

The proposed project would be served by existing municipal sanitary sewers. There would be no need for alternative wastewater disposal systems, such as septic tanks. Therefore, there would be

no impact due to soils incapable of supporting alternative wastewater disposal systems. **(No Impact)**

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

The project site is not known to contain any subsurface paleontological resources or geological features. Although unlikely, grading of the project site could result in the disturbance of previously undiscovered paleontological resources. The following mitigation measure would ensure that the proper precautions are taken during an inadvertent paleontological discovery.

Impact GEO-1: Construction activities could potentially result in the disturbance of previously undiscovered paleontological resources. **(Significant Impact)**

Mitigation Measures: The project will be required to implement the following mitigation measure to reduce potential impacts to paleontological resources to a less than significant level:

MM GEO-1.1: Unique Paleontological and/or Geologic Features and Reporting. Should a unique paleontological resource, site, or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the City's Director of Economic and Community Development or Director's designee shall be notified immediately. A qualified paleontologist shall evaluate the find and prescribe recommend appropriate treatment specific to the find. Work may proceed on other parts of the project site while treatment for paleontological resources or geologic features is implemented. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. Upon completion of the paleontological assessment, a report shall be submitted to the Director of Economic and Community Development or Director's designee and, if paleontological materials are recovered, a paleontological repository, such as the University of California Museum of Paleontology.

With implementation of MM GEO-1.1, the project (under both development options) would enable the evaluation and recovery of any undiscovered paleontological resources encountered during construction, which would ensure that impacts to paleontological resources would be less than significant. **(Less than Significant Impact with Mitigation Incorporated)**

4.8 Greenhouse Gas Emissions

4.8.1 Environmental Setting

4.8.1.1 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion,
- N_2O is associated with agricultural operations such as fertilization of crops,
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations,
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty,
- HFCs are now used as a substitute for CFCs in refrigeration and cooling, and
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing,

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes, and drought; and increased levels of air pollution.

4.8.1.2 *Regulatory Framework*

State

Assembly Bill 32 and State Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources. The first Scoping Plan was approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of CO_2e ($MMTCO_2e$). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 $MMTCO_2e$.

2022 Scoping Plan

On December 15, 2022, CARB approved the 2022 Scoping Plan. The 2022 Scoping Plan provides a sector-by-sector guide on how to reduce man-made (i.e., anthropogenic) GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045 over a 25-year horizon.[37] The primary focus of the 2022 Scoping Plan is to reduce the usage of fossil fuels by electricizing the transportation sector, procuring electricity from renewable resources, phasing out natural gas in land use developments, and building transit-oriented communities that encourage multi-modal transportation. If implemented successfully, the 2022 Scoping Plan would not only reduce GHG emissions but also reduce smog-forming air pollution (NO_x) by 71 percent and reduce fossil fuel demand by 94 percent. The 2022 Scoping Plan also details natural carbon capture and storage process along with mechanical carbon capture programs to address the remaining 15 of anthropogenic GHG emissions that will remain post-2045. To meet these goals, CARB also includes a revised goal of reducing state GHG emissions 48 percent below 1990 levels by 2030.

Senate Bill 375 and Plan Bay Area 2050

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

[37] California Air Resources Board. *2022 Scoping Plan for Achieving Carbon Neutrality*. November 16, 2022. Page 5.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050.

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified priority development areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[38]

Play Bay Area 2050 includes a goal to increase the number of households that live within 0.5 mile of frequent transit by 2050. Plan Bay Area 2050 promotes strategies that support active and shared modes, combined with a transit-supportive land use patterns, which together are forecasted to lower the share of Bay Area residents that drive to work alone from 50 percent in 2015 to 33 percent in 2050, resulting in a decrease in GHG emissions. Plan Bay Area 2050 also includes goals to expand transportation demand management (TDM) initiatives that support and augment employers' commute programs, providing a path to emissions reductions.

SB 100

SB 100, known as "The 100 Percent Clean Energy Act of 2018," was adopted on September 10, 2018. The overall goal is to have all retail electricity sold in California procured from 100 percent renewable and zero-carbon resources by the year 2045. SB 100 also modified the renewables portfolio standard to 50 percent by 2025 and 60 percent by 2030.

Executive Order B-55-18 and Assembly Bill 1279

Executive Order B-55-18 was issued in September 2018. It ordered a new statewide goal of achieving carbon neutrality no later than 2045 and to maintain net negative emissions thereafter.

Assembly Bill 1279, also known as the California Climate Crisis Act, was approved in September 2022 and codifies the statewide goal set by Executive Order B-55-18 of achieving net zero GHG emissions no later than the year 2045 and maintaining net negative emissions thereafter. In addition, this bill has a statewide goal of reducing anthropogenic GHG emissions by 85 percent below the 1990 levels by the year 2045. The bill requires CARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and implement strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California. The bill requires CARB to submit an annual report.

[38] Association of Bay Area Governments and Metropolitan Transportation Commission. Plan Bay Area 2050. October 21, 2021. Page 20.

Advanced Clean Cars II Regulation

To continue reducing air pollutants and GHG emissions in the transportation sector, CARB adopted the Advanced Clean Cars II Regulations (Resolution 22-12) in August 2022. The new regulation requires that by 2035 all new passenger cars, trucks, and SUVs sold in California will have zero emissions. This regulation bans the sale of new gasoline or diesel passenger cars, trucks, and SUVs in California from automakers. Beginning in 2026, 35 percent of new vehicle sales must be zero-emission vehicles and plug-in hybrid electric vehicles and that percentage will increase per year. By 2030, 70 percent of new vehicle sales will be zero-emissions vehicles and by the 2035 model year 100 percent of new vehicle sales will be zero-emissions. CARB will limit the use of plug-in hybrid electric vehicles in the percentage requirements to keep the manufacturing of zero-emissions as the primary goal. Existing gasoline cars can continue to be driven and sold as used cars beyond 2035. CARB is required to track and report on the zero-emissions vehicle market development annually.

California Building Standards Code – Title 24 Part 11 and Part 6

The CALGreen Code is part of the California Building Standards Code under Title 24, Part 11.[39] The CALGreen Code encourages sustainable construction standards that incorporate planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 CALGreen Code) was effective as of January 2023.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in new residential and non-residential developments. This Energy Code is enforced and verified by cities during the planning and building permit process. The 2022 Energy Code replaced the 2019 Energy Code as of January 2023. There are new 2022 standards for single-family residences, multi-family residences, and non-residential uses.[40,41,42] Major changes include electric-ready single-family and multi-family residence and solar photovoltaic systems and energy storage systems for residential and commercial developments.

Requirements for EV charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a three-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary

[39] Refer to https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#:~:text=CALGreen%20is%20the%20first%2Din,to%201990%20levels%20by%202020.
[40] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Single-Family Residential." Revised July 15, 2022. Accessed January 18, 2023. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Single-family_Whats_New_Summary_ADA.pdf.
[41] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Multifamily." Revised August 4, 2022. Accessed January 18, 2023. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Multifamily_Whats_new_Summary_ADA.pdf.
[42] California Energy Commission. "2022 Building Energy Efficiency Standards What's New for Nonresidential." Revised August 4, 2022. Accessed January 18, 2023. https://www.energy.ca.gov/sites/default/files/2022-08/2022_Nonresidential_Whats_New_Summary_ADA.pdf.

standards known as Tier 1 and Tier 2. The 2022 CALGreen standards require deployment of additional EV chargers in various building types, including multi-family residential, hotel, and non-residential land uses. They include requirements for both EV capable parking spaces and the installation of EV supply equipment for multi-family residential and nonresidential buildings. The 2022 CALGreen standards also include requirements for both EV readiness and the actual installation of EV chargers.

CALGreen also requires new construction and demolition projects to have a diversion of at least 65 percent of the construction waste generated.

Regional and Local

2017 Clean Air Plan

To protect the climate, the 2017 Clean Air Plan prepared by BAAQMD includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

BAAQMD CEQA Thresholds for Evaluating Climate Impacts from Land Use Projects and Plans

In April 2022, the BAAQMD Board of Directors adopted the Justification Report: CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans. The report includes BAAQMD's thresholds of significance for use in determining whether a proposed project or plan will have a significant impact on climate change and provides substantial evidence to support these thresholds. The April 2022 GHG thresholds replace the GHG thresholds set forth in the May 2017 BAAQMD CEQA Air Quality Guidelines and represent what is required of new land use development projects and plans to achieve California's long-term climate goal of carbon neutrality by 2045.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to GHGs and are applicable to the proposed project.

Policy/Task	Description
Policy HE-25	Mandate the inclusion of green building techniques into most new construction.
Task HE-29.1	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.

Daly City's Green Vision

The City of Daly City's Climate Action Plan (CAP) "The Daly City's Green Vision – Ten for Twenty," was adopted in December 2010. Daly City's Green Vision guides the City towards a sustainable future that reduces GHG emissions from current levels, while promoting economic prosperity for

present and future generations. The Green Vision identifies ten goals and seeks to achieve these goals through cost-effective strategies by the year 2020. The GHG reduction goals include adopting a general plan with measurable policies for sustainable development, reducing energy use in buildings, reducing transportation emissions, reducing solid waste disposal, and GHG emissions reductions from municipal operations. Daly City completed an update to the General Plan which incorporated these goals in March 2013.

Daly City Reach Code

In April 2021, the City Council of Daly City adopted a reach code ordinance to electrify buildings and vehicles in new construction. The new requirements are intended to result in safer and more comfortable buildings, increase electric vehicle charging infrastructure, and reduce carbon emissions. The ordinance requires all new buildings to be all-electric with some exceptions such as non-residential buildings containing a commercial kitchen may contain non-electric cooking appliances. The ordinance also requires electric vehicle charging infrastructure beyond that required in the 2019 California Green Building Standards Code.

4.8.1.3 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns.

Greenhouse gases from the existing office building result from vehicles traveling to and from the site, energy use, water demand, waste generation, and landscaping. The existing office building emits approximately 874 MT CO_2e per year.[43]

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

[43] Illingworth & Rodkin, Inc. 455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment. March 2023. Page 38.

4.8.2.1 *Thresholds of Significance*

The BAAQMD threshold of significance for land use development projects is to either A) incorporate project design elements and achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan or B) be consistent with a local GHG reduction strategy that meets the criteria of CEQA Guidelines Section 15183.5 (b). Pursuant with BAAQMD, for land use projects to result in a less than significant GHG emissions impact, the land use project would need to comply with either threshold A or B below.

A. Projects must include, at a minimum, the following project design elements:
    1. Buildings
        a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
        b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
    2. Transportation
        a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
            i. Residential projects: 15 percent below the existing VMT per capita
            ii. Office projects: 15 percent below the existing VMT per employee
            iii. Retail projects: no net increase in existing VMT
        a. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.

B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)

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a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Construction Emissions

Construction activities associated with both development options would result in temporary GHG emissions. Construction-related GHG emissions vary depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel. Neither the City of Daly City nor BAAQMD have established a quantitative threshold or standard for determining whether a project's construction related GHG emissions are significant. Project construction of both development options would occur over a period of approximately 25

months. The Office Building option would generate 3,821 MT of CO_2e of construction GHG emissions. The Medical Office Building option would generate 3,595 MT of CO_2e of construction GHG emissions.[44] Since these impacts would only occur during construction and would be reduced by the implementation of construction BMPs (see Section 4.3.2), the proposed project (under either development option) would not result in a significant contribution to GHG emissions. The proposed project construction activity and resulting GHG emissions would not interfere with the implementation of SB 32.

Operational Emissions

As described in Section 4.8.1.2 Regulatory Framework, BAAQMD updated their recommended CEQA thresholds of significance for GHG emissions in 2022. Under these recently updated thresholds, projects must demonstrate either A) specific building design and transportation elements or B) consistency with a local GHG reduction strategy. The City of Daly City has not adopted a qualified GHG reduction strategy that meets the CEQA Guidelines Section 15183.5(b) guidelines; therefore, the City's CAP cannot be used to streamline the GHG analysis. The BAAQMD qualitative Threshold A (described above) measures are used instead.

Both the Office Building and Medical Office Building development options would comply with the qualitative building measures under Threshold A. Both development options would be 100 percent electric with no natural gas infrastructure. As described in Section 4.6 Energy, neither development option would result in any wasteful, inefficient, or unnecessary energy usage.

The proposed project (under both development options) would also comply with the transportation measures under Threshold A. Both development options screen out for VMT impacts; therefore, the VMT reduction requirement would be met by the Office Building and Medical Office Building development options. For the parking measure, the current EV CALGreen Tier 2 requirements for non-residential developments with over 201 parking spaces is to have 45 percent of the parking spaces be EV capable and of those EV capable spaces at least 33 percent of the spaces need to be provided with EV supply equipment (i.e., charging station).

Under both development options, a total of 900 parking spaces would be provided as described in Section 3.3.3. To meet the Tier 2 EV requirements, 405 parking spaces would need to be designated EV capable and 134 parking spaces would need to be designated EV capable with charging stations. The project would provide 405 EV capable and 134 parking spaces designed EV capable with charging stations for both development options.

As stated above, the proposed project (under both development options) would result in temporary GHG emissions during construction which would not interfere with SB 32. The Office Building and Medical Office Building operational GHG emissions would be consistent with the BAAQMD Threshold A measures, which include building design and transportation measures. Consistency

[44] Illingworth & Rodkin, Inc. 455 Hickey Boulevard Air Quality & Greenhouse Gas Assessment. March 2023. Page 38.

with the BAAQMD project design qualitative thresholds would ensure consistency with the SB 32 and carbon neutral goals set by the State. Therefore, the proposed project would result in a less than significant GHG impact during construction and operations of the proposed project. **(Less than Significant Impact)**

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

2022 Scoping Plan

As described in Section .8.1.2 Regulatory Framework, the 2022 Scoping Plan is a document that plans how the State will achieve carbon neutrality by 2045 and reduce anthropogenic emissions to 85 percent below 1990 levels by 2045. The BAAQMD qualitative thresholds were designed to ensure future projects complete their "fair share" of implementing carbon reduction design features to help achieve the State's carbon neutrality goal. A project that can meet the energy and transportation design elements outlined in the BAAQMD thresholds or is consistent with a qualified GHG reduction strategy is then consistent with the goals outlined in the 2022 Scoping Plan and would not hinder the State from achieving carbon neutrality. As described in Checklist Question a), both the Office Building and Medical Office Building development options would be consistent with the BAAQMD GHG energy and transportation design thresholds. Therefore, the proposed project would not exacerbate the cumulative GHG problem and the project's contribution would not be cumulatively considerable as it does not impede California's ability to achieve carbon neutrality.

2017 Clean Air Plan

As discussed in Section 4.3 Air Quality, the project is consistent with the 2017 Clean Air Plan because it supports the primary goals of the 2017 Clean Air Plan and is consistent with applicable control measures that reduce both criteria air pollutant and GHG emissions (refer to Section 4.3.2).

Daly City General Plan

The project (under both development options) would be consistent with the City's General Plan policies, Green Vision, and Green Building Ordinance because the project proposes to be constructed in compliance with the current CALGreen Building Standards Code (Title 24) to increase energy and water efficiency standards in new developments. The CALGreen Building Standards requires efficient windows, insulation, lighting, ventilation systems, and other features that reduce water and energy consumption. The project would also be 100 percent electric with no natural gas infrastructure, which would reduce energy related GHG emissions. Therefore, the project would be consistent with the City's General Plan, Green Vision, and Green Building Ordinance.

For the reasons discussed above, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

4.9 Hazards and Hazardous Materials

The following discussion is based, in part, on a Phase I Environmental Site Assessment (Phase I) prepared by Rosso Environmental, Inc. in July 2015. A copy this report is included as Appendix D of this Initial Study.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress in December 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the

environment. Over five years, $1.6 billion was collected and the tax went to a trust fund for cleaning up abandoned or uncontrolled hazardous waste sites.

CERCLA also enabled the revision of the National Contingency Plan (NCP). The NCP provided the guidelines and procedures needed to respond to releases and threatened releases of hazardous substances, pollutants, or contaminants. The NCP also established the National Priorities List. CERCLA was amended by the Superfund Amendments and Reauthorization Act in October 1986.[45]

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[46]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[47]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

[45] United States Environmental Protection Agency. "Superfund: CERCLA Overview." Accessed February 16, 2023. https://www.epa.gov/superfund/superfund-cercla-overview.
[46] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Last updated September 12, 2022. Accessed May 12, 2023. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[47] California Environmental Protection Agency. "Cortese List Data Resources." Accessed February 16, 2023. https://calepa.ca.gov/sitecleanup/corteselist/.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The San Mateo County Environmental Health Services Division reviews CalARP risk management plans as the CUPA.

Asbestos-Containing Materials

Friable asbestos is any asbestos-containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The EPA began phasing out use of friable asbestos products in 1973 and issued a ban in 1978 on manufacture, import, processing, and distribution of some asbestos-containing products and new uses of asbestos products.[48] The EPA is currently considering a proposed ban on on-going use of asbestos.[49] National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs.

CCR Title 8, Section 1532.1

The United States Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by the Cal/OSHA Lead in Construction Standard, CCR Title 8, Section 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

Regional and Local

Municipal Regional Permit Provision C.12.f

PCBs were produced in the United States between 1955 and 1978 and used in hundreds of industrial and commercial applications, including building and structure materials such as plasticizers, paints, sealants, caulk, and wood floor finishes. In 1979, the EPA banned the production and use of PCBs due to their potential harmful health effects and persistence in the environment. PCBs can still be released to the environment today during demolition of buildings that contain legacy caulks, sealants, or other PCB-containing materials.

[48] United States Environmental Protection Agency. "EPA Actions to Protect the Public from Exposure to Asbestos." Last Updated March 17, 2023. Accessed May 12, 2023. https://www.epa.gov/asbestos/epa-actions-protect-public-exposure-asbestos.

[49] Ibid.

With the adoption of the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit MRP by the San Francisco Bay Regional Water Quality Control Board in November 2015, Provision C.12.f requires that permittees develop an assessment protocol methodology for managing materials with PCBs in applicable structures planned for demolition to ensure PCBs do not enter municipal storm drain systems.[50] Municipalities throughout the Bay Area are currently modifying demolition permit processes and implementing PCB screening protocols to comply with Provision C.12.f. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit.

San Francisco International Airport Land Use Compatibility Plan

The project site is located within the jurisdiction of the San Francisco International (SFO) Airport Land Use Compatibility Plan (ALUCP). The ALUCP identifies potential conflicting land uses within the Airport Influence Area (AIA) of SFO.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to hazards and hazardous materials and are applicable to the proposed project.

Policy/Task	Description
Policy SE-4.2	Cooperate with the County of San Mateo in the regulation of hazardous materials and transportation in the Fire Prevention Services Bureau within 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.

4.9.1.2 *Existing Conditions*

On-Site Conditions

Site History

Based on a review of historic aerial photographs, the project site was vacant with no structures from 1943 to 1956. By the year 1968, the project site and adjoining properties were graded in preparation for development. Between 1971 and 1978, a gas station canopy and car wash (Exxon Car Wash) were constructed on the adjacent western property with a portion of the development encroaching onto the western side of the project site. The fuel underground storage tanks were located approximately 80 feet from the project site. The former gas station and car wash were removed in 1980. By 1982, the current office building and parking garage were present.

[50] California Regional Water Quality Control Board. *San Francisco Bay Region Municipal Regional Stormwater NPDES Permit.* November 2015.

Soil Conditions

Due to proximity and presence of the former gas station and car wash, a limited subsurface investigation was conducted on the project site. Two soil borings were taken in the locations of the former car wash structure, recirculation tanks and clarifier and within the former canopy footprint in the downgradient. The area of the former recirculation tanks and clarifier along with portions of the canopy were excavated to approximately 16 feet below ground surface during construction of the existing parking garage. The soil samples were analyzed for total petroleum hydrocarbons (as gasoline, diesel, and motor oil), benzene, toluene, ethyl benzene, xylenes, and methyl tert-butyl ether. Concentrations of total petroleum hydrocarbons as gasoline, methyl tert-butyl ether, benzene, toluene, ethyl benzene, and xylenes were not detected. Low levels of total petroleum hydrocarbons as diesel and motor oils were detected but below the regulatory screening levels.

Hazardous Materials Storage and Use

A recognized environmental condition (REC) refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property; due to release to the environment; under conditions indicative of a release to the environment; or under conditions that pose a material threat of a future release to the environment. The Phase I ESA prepared for the proposed project did not identify any recognized environmental concerns on-site. There was no evidence of chemical storage or use on-site, nor was there evidence of underground storage tanks or above ground storage tanks on the project site. No nearby spill incidents were reported nor were there any city or county agency files about the project site.

Polychlorinated Biphenyls (PCBs)

The Phase I ESA identified five hydraulic elevators located in the existing building. In addition, one pad-mounted transformer was observed in the southern portion of the project site. Both the elevator equipment and transformer appeared in good condition, with no evidence of leaks or spills that may have resulted in the release of PCBs.

Surrounding Properties

The surrounding properties include commercial uses to the north, west, and southwest and residences to the south of Serravista Avenue. A review of regulatory agency databases indicated that a Shell Station/Jesse Perkins Shell station located 277 feet northwest of the project site (398 Gellert Boulevard) had a leaking underground storage tank case in 1992 for the release of waste oil/motor/hydraulic lubricants but the case was closed. Fire Station 94, located 320 feet southwest of the project site at 444 Gellert Boulevard, was listed for the release of an underground storage tank that impacted groundwater. The site was remediated and the case closed in January 2014.

Other Hazards

Airports

SFO is located approximately four miles southeast of the project site, and the project site is within the AIA B for SFO. The project Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (FAR Part 77), requires that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review.

Any proposed land use policy actions, including the proposed rezoning, which affect properties within the ALUCP Area B boundary in Daly City (such as the project site) must be referred to the City/County Association of Governments (C/CAG) of San Mateo County Board for an ALUCP consistency review and determination.[51] The project would first go to the C/CAG Airport Land Use Committee for review and a recommendation to the C/CAG Board. The Board will consider the ALUC recommendation and evaluate the consistency of the General Plan amendment with the relevant airport/land use compatibility policies and criteria contained in the adopted ALUCP. The C/CAG Board consistency determination must occur before the City Council can approve the proposed project. If the C/CAG Board determines the project inconsistent, the City Council can override the Board's determination with a supermajority vote upon making necessary findings.

Wildland Fire Hazards

The project site is not located within a Very-High Fire Hazard Severity Zone for wildland fires. [52]

[51] City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. November 2012. Exhibit IV-2.
[52] California Board of Forestry and Fire Protection. *SRA FHSZ Rollout Application*. November 21, 2022. Accessed February 16, 2023. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=fd937aba2b044c3484a642ae03c35677.

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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, will 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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

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

The proposed project would construct an office building that could be used for an office building or a medical office building. The exact operational occupant of the site has not yet been determined. However, based on both potential development options, it is possible that hazardous materials may be utilized in operations on the site. Additionally, the proposed building would contain small

amounts of cleaning supplies and would create increased operations of large diesel vehicles during deliveries, which could result in minor fuel spills.

As required by the State's Hazardous Materials Management Program, the project would be required to prepare and submit a Hazardous Materials Business Plan to the San Mateo County Health, the local CUPA for San Mateo County, before beginning to operate any facility that would manage hazardous materials subject to the requirement. Business Plans include information about the handling and storage of hazardous materials, including site layout, storage in appropriate containers with secondary containment to contain a potential release, and emergency response and notification procedures in the event of a spill or release. In addition, the Business Plans require annual employee health and safety training. The Business Plan must be approved by the CUPA before the start of operations. The Business Plan would also provide local agencies with the information needed to plan appropriately for a chemical release, fire, or other incident, reducing the potential for an accidental release to harm the health of workers or the public or substantially degrade the environment.

All hazardous materials must be stored and handled according to manufacturers' directions and federal, state, and local regulations. The California Fire Code would also require measures for the safe storage and handling of hazardous materials. As a part of the CUPA program, all hazardous materials must be used, stored, transported, and disposed of in compliance with the code requirements of the City of Daly City Fire Department, the Daly City Wastewater Treatment Facility, the San Mateo County Environment Health Services, and Caltrans. Transportation and disposal of waste, such as spent cleaning solutions, would also be subject to regulations for safe handling, transportation, and disposal. These regulations would include appropriate containerization and labeling, transportation by licensed hazardous materials haulers, and disposal at licensed facilities permitted to accept the waste.

Compliance with the broad array of existing regulations from state and local governments noted above in Section 4.9.1.1 Regulatory Framework would ensure the project would result in less than significant impacts related to the potential routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

b) Would the project 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?

Demolition and Construction

The project (under both development options) proposes demolishing the existing office and parking garage. As described in Section 4.9.1.2 Existing Conditions, the existing development includes five hydraulic elevators and a transformer. Therefore, demolition of the existing uses may expose the public and environment to materials containing PCBs. The existing building was constructed in 1982, following the elimination of ACMs and lead-based paint in building materials. Lead-based

paint and ACMs, therefore, are assumed not to be present in the existing structures on-site. To address the PCB risk, applicants requiring a demolition permit must comply with the City's PCB Demolition Program with their permit application.[53] If the existing buildings do contain PCBs that exceed threshold limits, the project applicant must follow applicable federal and state laws, which may include reporting to such agencies as the EPA, RWQCB, and DTSC, who may require additional sampling and abatement of PCBs consistent with state and federal requirements.

Compliance with state and regional regulations would ensure that all materials containing hazardous quantities of PCBs are identified and removed prior to demolition. As such, the proposed demolition of the existing office building and parking garage would not create a significant hazard through the release of PCBs into the environment.

Project construction of both development options may include the temporary transport, storage, and use of potentially hazardous materials including fuels, lubricating fluids, cleaners, or solvents. However, these potentially hazardous materials would not occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. Additionally, as described in Section 4.9.1.2 Existing Conditions, subsurface soil testing determined that soils on-site are not contaminated with any hazardous materials or chemicals in excess of environmental screening levels for industrial and office uses. Therefore, ground-disturbing construction activities, such as excavation, trenching, and grading, would not result in the release of hazards or hazardous waste.

Operation

As discussed under checklist question a), the Office Building and Medical Office Building development options could potentially routinely transport, use, or dispose of hazardous materials beyond small quantities of diesel fuel, cleaning supplies, maintenance chemicals, and herbicides and pesticides. Both development options would be required to prepare and submit a Hazardous Materials Business Plan to the San Mateo County Environmental Health prior to operation to ensure any hazardous materials used on-site are handled and stored correctly.

Based on the analysis above, the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction or operation. **(Less than Significant Impact)**

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

The nearest school is Junipero Serra Elementary School located at 151 Victoria Street, approximately 0.3 mile southwest of the project site. As discussed in checklist question a), project operation would likely involve the storage and use of hazardous materials on-site. Compliance with the State's Hazardous Materials Management Program would ensure hazardous materials are

[53] City of Daly City. *Green Infrastructure Program*. Page 7. July 2019.

properly handled and stored. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in a manner that would result in impacts to an existing school. **(Less than Significant Impact)**

d) Would the project 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?

The project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5.[54] Therefore, neither the proposed Office Building or Medical Office Building development options would create a significant hazard to the public or the environment as a result of being located on a site complied pursuant to Government Code Section 65962.5. **(No Impact)**

e) If 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 or excessive noise for people residing or working in the project area?

The proposed project site (which includes both development options) would be located within the SFO AIA. As a result, the project would be required to comply with applicable policies of the SFO ALUCP and the project would need to be reviewed by the C/CAG Board. The C/CAG Board reviewed the project on December 8, 2022, and the project was deemed consistent with the ALUCP. The project site is not located inside the Community Noise Equivalent Level (CNEL) noise contours identified in the SFO ALUCP, indicating airport related noise levels are below 65 dB at the project site, a level compatible for commercial developments. The proposed project would also be approximately 133 to 166 feet in height and would not exceed 200 feet above ground level and, therefore, would not require submittal to the FAA for airspace safety review. Although the project site is located within the jurisdiction of the SFO ALUCP, there are no safety hazards or excessive noise levels which would result in a significant impact. **(Less than Significant Impact)**

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project (under either development option) would not impair or physically interfere with any adopted emergency response or evacuation plan. The proposed project would be constructed to comply with all applicable building and fire codes. During construction of the project, roadways would not be blocked such that emergency vehicles would be unable to access the site or surrounding properties. During operation, emergency ingress and egress to the project site would be provided via the driveway off Serravista Avenue. The alignments of the drive aisles on-site and

[54] California Environmental Protection Agency. Cortese List Data Resources. Accessed February 16, 2023. https://calepa.ca.gov/sitecleanup/corteselist/

the radii of the corners and curbs would be adequate to accommodate the circulation of emergency vehicles. **(Less than Significant Impact)**

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project vicinity is entirely urbanized and is not located within a wildlands fire hazard area. Therefore, the project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. **(No Impact)**

4.10 Hydrology and Water Quality

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the NPDES permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the SWRCB's website.[55]

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit

[55] California State Water Resources Control Board. "2020-2022 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report)." May 11, 2022. Accessed September 2, 2022. https://www.waterboards.ca.gov/water_issues/programs/water_quality_assessment/2020_2022_integrated_report.html.

includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[56] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g., rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or

[56] California Regional Water Quality Control Board San Francisco Region. Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008. May 11, 2022

(3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[57]

Construction Dewatering Waste Discharge Requirements

Each of the RWQCBs regulates construction dewatering discharges to storm drains or surface waters within its Region under the NPDES program and Waste Discharge Requirements.

Local

Daly City Municipal Code

Chapter 14.04 of the Daly City Municipal Code, also known as the Daly City Stormwater Management and Discharge Control Ordinance prohibits non-stormwater discharges to the City storm drain system. The purpose of the Ordinance is to eliminate non-stormwater discharges to the municipal separate storm drain system, control the discharge of spills, dumping or disposal of materials other than stormwater, and reduce pollutants in stormwater discharges into the storm drain system to the maximum extent practicable. Chapter 14.12 gives the City the authority to inspect projects to enforce any of the provisions of Title 14.

Chapter 15.62 of the Daly City Municipal Code, also known as the City of Daly City Grading, Erosion and Sediment Control Ordinance sets forth rules and regulations to control site clearing, vegetation disturbances, landfills, land excavations, soil storage, and other such activities which may cause sediments and other pollutants to enter the public drainage facilities. The chapter establishes the regulations, permit requirements, procedures for administration and enforcement of permits to properly control the aforementioned activities to preserve and enhance public health, safety, and environment. Section 15.62.230 requires the permittee to maintain a copy of the permit, approved plans and reports and make these available for city inspection. Section 15.62.270 gives the City engineer authority to suspend or revoke a permit for violation or non-compliance with Chapter 15.62.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to hydrology and water quality and are applicable to the proposed project.

[57] The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

Policy/Task	Description
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable Municipal Regional Stormwater Permit by incorporating controls that reduce water quality impacts over the life of the project in ways that are both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.

4.10.1.2 *Existing Conditions*

Water Quality and Site Drainage

The project site is located within the Colma Creek Watershed, which drains to the San Francisco Bay via Colma Creek, the majority of which is either channelized or underground to allow for urban development.[58]

The project site overall is sloping south to north with the elevations ranging from approximately 390 to 338 feet.[59] The site is currently occupied with a parking structure and a multi-story building on the northern half of the site and with an at-grade parking lot and driveway along the southern half of the site. The west and east sides of the parking lot and driveway are occupied by trees with an approximately 2:1 (horizontal:vertical) slope that is sloping west to east from the parking lot and driveway.[60]

Surface runoff on-site is collected in drains or inlets that convey and discharge runoff to an existing 12-inch private storm drain line on the site. The 12-inch private storm drain line collects stormwater runoff from upstream and connects to the 54-inch City storm drain main in Hickey Boulevard. There is also an existing 21-inch public storm drain line located in Serravista Avenue that discharges to the existing 54-inch main in Hickey Boulevard. The project site does not discharge stormwater flow to the 21-inchline in Serravista Avenue.[61]

The approximately 3.2-acre project site (approximately 139,486 square feet) currently consists of approximately 96,697 square feet (69 percent) of impervious surfaces and approximately 42,789 square feet (31 percent) of pervious surfaces.

Stormwater

The project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of SFO and south of Point San Bruno. The

[58] City of Daly City. *General Plan Update, Draft Environmental Impact Report SCH # 2012032024 Volume I of II*. October 2012.
[59] TRC Companies. *Geotechnical Investigation Office Building and Parking Structure 455 Hickey Boulevard Daly City, California*. August 20, 2021. Page 1.
[60] Ibid.
[61] BKF Engineers. *455 Hickey Boulevard Redevelopment Project Stormwater Retention Technical Memorandum*. May 16, 2024. Page 1.

project site is developed with approximately 96,697 square feet of impervious surface area (69 percent) and 42,789 square feet of pervious surface area (31 percent).

Groundwater

The aquifer that underlies most of Daly City is within the Westside Groundwater Basin (Westside Basin). The Westside Basin underlies parts of San Francisco and northern San Mateo counties. The basin extends from Golden Gate Park in the north and past the San Francisco International Airport in the south. The basin extends to the west beneath the Pacific Ocean at least as far as the San Andreas Fault and to the east an unknown distance beneath San Francisco Bay. The Westside Basin is a buried valley, where the walls and floor of the valley are formed by rock with a mixture of course- and fine-grained sediments as much as 3,700 feet thick in parts of the basin fill. The coarse-grained sediments consist of sand and gravel and the fine-grained sediments consist of silt and clay. Sand and gravel can transmit substantial quantities of water to wells, whereas silt and clay impede the movement of groundwater. Where silt and clay deposits form semi-continuous beds, they can effectively isolate the water table from the underlying aquifer. Groundwater in the shallow water table aquifer is referred to as "unconfined" and the underlying aquifer separated from the water table by continuous and semi-continuous fine-grained silt and clay strata are referred to as "confined." Both unconfined and confined conditions occur in the Westside Basin.[62] The project site is not located within a designated recharge area. Groundwater on-site is estimated to be 50 feet below ground surface.[63]

Flooding Hazards

Based on the Flood Hazard map from FEMA, the project site is located in Zone X, which is an area of minimal flood hazard.[64]

Seiches, Tsunamis, and Mudflow Hazards

There are no water bodies in Daly City so there is no threat of seiches. A tsunami inundation map prepared by the California Department of Conservation shows a portion of the coast in Daly City as a tsunami inundation area. [65] However, the project site is outside of a tsunami inundation area.[66]

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[62] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH # 2012032024.* October 2012. Page 3.8-2.
[63] TRC Companies. *Geotechnical Investigation Office Building and Parking Structure 455 Hickey Boulevard Daly City, California*. August 20, 2021. Page 4.
[64] Federal Emergency Management Agency. "FEMA Flood Map Service Center." Accessed February 17, 2023. https://msc.fema.gov/portal/search?AddressQuery=455%20hickey%20boulevard%2C%20daly%20city#searchresultsanchor.
[65] City of Daly City. *City of Daly City General Plan Update Draft Environmental Impact Report SCH # 2012032024.* October 2012. Page 3.8-2.
[66] Department of Conservation. "CGS Information Warehouse: Tsunami Hazard Area Map." Last Updated 2021. Accessed February 17, 2023. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13734968.0269%2C4446045.3469%2C-13500153.4761%2C4550305.4535%2C102100&utm_source=cgs+active&utm_content=sanmateo.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
- result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
- impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction Impacts

Construction of the Office Building and Medical Office Building development options would involve excavation and grading activities on-site. These ground-disturbing activities would temporarily increase the volume of loose debris on-site, which could then be carried by runoff to the San Francisco Bay. The project (under either development options) would disturb more than one acre of soil (approximately 3.2 acres); therefore, the project is required to obtain a Construction General Permit. Prior to initiating grading activities, the project applicant will file a NOI with the SWRCB and prepare a SWPPP prior to commencement of construction to establish methods for controlling discharge associated with construction activities. The City also requires project applicants to submit a stormwater management plan that illustrates full compliance with the MRP. Compliance with the MRP would require the project to include construction best management practices (BMPs). With implementation of the identified regional and local requirements, construction of the proposed project would have a less than significant impact on water quality. **(Less than Significant Impact)**

Post-Construction Impacts

The existing project site includes approximately 96,697 square feet of impervious surface area (70 percent) and 42,789 square feet of pervious surface area (30 percent). Upon completion of the proposed project, the site would include approximately 102,630 square feet of impervious surface area (74 percent) and 36,856 square feet of pervious surface area (26 percent). Construction of the project would result in the replacement of more than 5,000 square feet of impervious surface area. Therefore, the project would be required to comply with the MRP. The MRP requires all post-construction stormwater runoff to be treated by numerically sized LID treatment controls, such as biotreatment facilities, unless the project is granted Special Project LID Reduction Credits, which would allow the project to implement non-LID measures for all or a portion of the site depending on the project characteristics. Runoff from the project would be treated on-site through the use of six flow through planters and one bioretention basin. With the implementation of stormwater treatment measures, the project would comply with the City's stormwater management requirements and result in a less than significant impact on water quality. Additionally, the project would not impact groundwater and would not require groundwater dewatering. Therefore, the proposed project would result in less than significant impacts on runoff and groundwater associated with the proposed project. **(Less than Significant Impact)**

Compliance with the Construction General Permit, MRP, and City's stormwater requirements would ensure that the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Daly City receives a large portion of its water supply from the San Francisco Public Utilities Commission and supplements the San Francisco Public Utilities Commission supply with groundwater pumped from six local wells. During dry periods, groundwater makes up a larger proportion (up to 45 percent) of the City's supply. The project would rely on existing sources of water and the City's existing water delivery system. Although the project (under either scenario) would increase the demand for water within the City, this increase would be marginal and would not result in the overdraft of any groundwater basins (refer to Section 4.19 Utilities and Service Systems for a discussion of the project's water demand).

There are also no designated groundwater recharge areas within the Westside Groundwater Basin. The principal sources of recharge are direct infiltration of rainfall, infiltration of irrigation water, and leakage from water and sewer pipes.[67] As described in checklist question a), the proposed project would reduce the pervious area on-site, resulting in a corresponding decrease in infiltration capacity. However, the project would incorporate stormwater management site design measures and treatment areas; therefore, the project would therefore not be expected to substantially interfere with groundwater recharge or impede groundwater management of the basin. **(Less than Significant Impact)**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

The project site does not contain, nor is it adjacent to, any waterway. Therefore, the proposed project would not alter the course of a stream or river. As described in checklist question a), the proposed project would reduce the pervious area on-site, resulting in a corresponding decrease in infiltration capacity. However, the project would be required to comply with the City's stormwater regulations (Chapters 14.04 and 15.62 of the City's Municipal Code) to ensure construction activities on the site do not result in increased soil erosion and siltation and the project would not exceed the capacity of the drainage system or add substantial sources of polluted runoff. Consistent with the City's requirements, the project would not increase site runoff from a 10-year storm for a duration

[67] California Department of Water Resources. *San Francisco Bay Hydrologic Region Westside Groundwater Basin,* California's Groundwater Bulletin 118, January 20, 2006.

of two hours of rainfall and would retain any increased flow due to reduction in pervious surfaces.[68] For these reasons, the project would not substantially increase erosion or increase the rate or amount of stormwater runoff. **(Less than Significant Impact)**

d) Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?

The project site is not subject to seiches or tsunamis, and the site is not within a 100-year floodplain as described in Section 4.10.1.2 Existing Conditions. Therefore, even if the Office Building and Medical Office Building development options store and transport hazardous materials on-site, there is a low risk of flooding on the site. In addition, the project (under either scenario) would comply with Provision C.3 of the MRP requirements to reduce the impacts of stormwater runoff on post-construction water quality. **(No Impact)**

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As previously described, the project site is located within the Westside Groundwater Basin. There are existing groundwater management plans for the northwestern portion (North Westside Groundwater Basin Management Plan) and the southern portion (South Westside Basin Groundwater Management Plan) of the Basin. The City of Daly City, which would be the water service provider for the project, is a participant in the South Westside Basin Groundwater Management Plan. The City would implement the groundwater protection and management goals and objectives of the Plan. The proposed project would not conflict with or obstruct the implementation of the South Westside Basin Groundwater Management Plan. As discussed in checklist questions a) and b), the proposed project would implement construction BMPs and would be required to comply with Provision C.3 of the RWQCB MRP requirements. For these reasons, the project would not conflict with implementation of a water quality or groundwater management plan. **(Less than Significant Impact)**

[68] BKF Engineers. *455 Hickey Boulevard Redevelopment Project Stormwater Retention Technical Memorandum*. May 16, 2024. Page 2.

4.11 Land Use and Planning

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Regional and Local

Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport

In 1967, the State legislature adopted legislation requiring the establishment of airport land use commissions in counties with one or more airports serving the general public. Amendments adopted by the legislature in 1970 required each commission to develop comprehensive ALUCP. The purpose of the ALUCPs is to provide for the orderly growth of airports and the surrounding areas to minimize the public's exposure to excessive noise and safety hazards.

Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP.

Furthermore, properties located within the 70 dB CNEL aircraft noise contour for SFO warrant land use controls to promote noise compatibility. The project site is not located within SFO's 70 dB CNEL aircraft noise contour.

The ALUCP also includes airspace protection/height limitation criteria based on Federal Avigation Regulations. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. For the project site, any proposed structure of a height greater than approximately 200 feet above mean ground level is required under FAR Part 77 to be submitted to the FAA for review.

Any proposed land use policy actions, including the proposed rezoning, which affect properties within the ALUCP AIA B boundary in Daly City (such as the project site), must be referred to the C/CAG Board for an ALUCP consistency review and determination.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to land use and planning and are applicable to the proposed project.

Policy/Task	Description
Task LU-7.4	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-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.
Task LU-18.1	Ensure that potentially significant environmental impacts associated with development proposals are properly mitigated through conditions of approval, mitigation measures, project design, or project denial. In cases where the impacts may not be completely preventable but will not significantly disrupt the community, the City may recognize that the benefits of a project may outweigh the environmental consequences. In no case shall the City approve a project that endangers the health, safety, or welfare of the public.
Task CE-20.7	As a part of all new development, require, where appropriate, the provision of pedestrian-oriented signs, pedestrian-scale 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.

City of Daly City Zoning Ordinance

The Zoning Ordinance is provided in Title 17 of the Daly City Municipal Code. The Zoning Ordinance helps promote public health, safety, morals, convenience, comfort, prosperity, and general welfare of residents in the City.

4.11.1.2 *Existing Conditions*

The project site is currently designated Commercial Office (C-O) and Commercial Retail (C-RO) under the General Plan and located within the Light Commercial, Office Commercial, and Planned Development zoning districts.

The C-O land use designation is for office and locally serving office commercial uses with a greater emphasis on office use rather than retail use. Office uses under this designation include general offices, health and fitness centers, small scale printing and photocopying business, and eating and drinking establishments. The FAR for C-O designation typically ranges from 1.0 to 3.5.

The C-RO consists of retail and office uses both regional and citywide. The FAR varies for land uses within this category and ranges from 2.5 to 5.0 square feet of building area for each square foot of land area, except in 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.

The project site is located in the Light Commercial (C-1), Office Commercial (C-O), and Planned Development (PD8A) zoning districts. The C-1 district allows a variety of commercial-related uses including (but not limited to) bakeries, clothing stores, restaurants, gasoline stations, and manufacturing and assembly of electronic and scientific equipment. The maximum height allowed in this district is 36 feet and the areas of the lots must be at a minimum 2,500 square feet. The FAR in the C-1 district ranges from 1.0 to 3.5. The C-O district allows administrative business and professional offices (e.g., banks, title companies, and travel agencies) along with uses that are more commercial but have an office related use (e.g., church, medical clinic, prescription pharmacies, and private schools). The PD8A district is intended to accommodate various types of developments, such as neighborhood and district shopping centers, professional and administrative areas, single-family and multiple-family residential development, commercial service centers and industrial parks or any other use that can appropriately be made part of a planned development.

Surrounding land uses include the Serramonte Plaza to the north, single-family residential and commercial to the south, various public facilities including North County Fire Authority, Gellert Park, and Serramonte Main Branch Library to the west. The project site is bordered by Hickey Boulevard to the north and I-280 to the east. The project site is also located within the AIA of SFO.[69]

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Would the project physically divide an established community?

Changes in land use are not adverse environmental impacts in and of themselves, however, they may create conditions that adversely affect existing uses in the immediate vicinity. As proposed, the project would construct either an eight-story, 280,000 square foot office building or a five-story, 180,000 square feet medical office building. The project would not result in the construction of any features that would physically divide the community (e.g., roadway, railway, or highway). The proposed project would be consistent with the existing uses in the project area and would not physically divide an established community. **(Less than Significant Impact)**

[69] City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. November 2012. Exhibit IV-2.

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

General Plan and Zoning

The project would require a General Plan Amendment to change the designations of the project site from both Commercial-Office (C-O) and Commercial Retail and Office (C-RO) to solely Commercial-Office (C-O). As described in Section 4.11.1.2 Existing Conditions, the C-O land use designation allows office uses and locally serving offices that have a commercial use. Both the Office Building and Medical Office Building options would be consistent with these allowed uses. Additionally, the floor area ratios (FAR) for the Office Building (FAR of 2.0) and Medical Office Building (FAR of 1.3) would be consistent with the typical 1.0 to 3.5 FAR range for land uses designated C-O.

The project site is located in the Light Commercial (C-1), Office Commercial (C-O), and Planned development 8A (PD8A) zoning districts. The project proposes to rezone the site to a new PD zoning district and apply for a lot merger, to allow for development standards that exceed the C-1, C-O and PD8A standards. The Planned Development zoning would allow office use and/or medical office use, a maximum building height of 133 feet, and a front building setback of 11 feet. The rezoning of the site would result in the project (under either development option) being consistent with the zoning for the site. A Lot Merger Application has been submitted with the planning design review application. The Lot Merger would modify the General Plan designation of the northwest portion of project site from the existing Retail and Office (C-RO) to Commercial Office (C-O). The following condition of approval would be required of the project.

Condition of Approval:

- The project applicant shall submit a final map prepared by a licensed surveyor that shows the lot merger between the three parcels to the Director of Economic and Community Development, prior to the issuance of a building permit.

SFO Airport Land Use Compatibility Plan

The project site is located within the SFO AIA and, therefore, the project would be required to comply with the SFO ALUCP. For the project site, any structure exceeding 200 feet in height above ground would require submittal to the FAA for airspace safety review. The office development would reach approximately 133 to 166 feet above ground level, therefore, notification to the FAA would not be required. However, given that the project proposes a rezoning and is located within the ALUCP Area B boundary, the project requires C/CAG referral for an ALUCP consistency review and determination. The C/CAG Board reviewed the project on December 8, 2022, and the project was deemed consistent with the ALUCP. The project site is outside of the 70 dB CNEL aircraft noise contour and therefore does not require controls to promote noise compatibility.

Based on the discussion above, the project would be consistent with the proposed General Plan Land Use designation and zoning district, as well as the SFO ALUCP. Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

4.12 Mineral Resources

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

4.12.1.2 *Existing Conditions*

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization, or economic infeasibility. Daly City does not contain any mineral resources within its limits.[70]

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒
b) 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?	☐	☐	☐	☒

[70] County of San Mateo. *General Plan*. November 1986. Pages 3.3 and 3.5.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?

As described above in Section 4.12.1.2 Existing Conditions, the project site is located on urban land in the City of Daly City and there are no significant mineral resources on or in the vicinity of the project site. The project under either development option would not result in the loss of mineral resources that would be of value to the region and residents of the state. **(No Impact)**

b) Would the project 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?

Refer to the discussion in checklist question a) above. **(No Impact)**

4.13 Noise

The discussion in this section is based, in part, on a Noise and Vibration Assessment prepared for the proposed project by Illingworth & Rodkin, Inc. A copy of the report, dated March 2023, is attached to this Initial Study as Appendix E.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[71] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[71] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

4.13.1.2 *Regulatory Framework*

State and Local

California Green Building Standards Code

For commercial uses, CALGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite sound transmission class (STC) rating of at least 50 or a composite outdoor/indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the commercial property falls within the 65 dBA L_{dn} or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA $L_{eq(1\text{-}hr)}$ or less during hours of operation at a proposed commercial use.

Comprehensive Airport Land Use Compatibility Plan for the Environs of the San Francisco International Airport

As discussed in more detail in Section 4.10 Land Use, the project site is located within the AIA of SFO. Properties within the AIA may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (e.g., noise, vibration, and odors). The airport/land use compatibility of a proposed development or land use policy action shall be determined by comparing the proposed development or land use policy action with the safety compatibility criteria, noise compatibility criteria, and airspace protection/height limitation criteria in the ALUCP. The site is located outside of the SFO 70 dB CNEL noise contour.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to noise and are applicable to the proposed project.

Policy/Task	Description
Policy NE-1	Use the future noise contour map to identify existing and potential noise impact areas.
Task NE-2.1	Use the Noise Control Guidelines to assess the suitability of a site for new development in combination with the noise contours to accurately identify areas that may need additional noise study and mitigation. Noise mitigations include additional insulation, double glazing of windows and increasing building setbacks from the noise source. Mitigations should also be creative and attractive whenever possible and appropriate. Creative noise mitigation measures can include incorporation of fountains using water to mask freeway noise and noise walls of an appropriate scale painted with decorative murals.
Policy NE-3	Maintain a CNEL level of not more than 70 dBA Leq in residential areas.
Task NE-3.1	Continue to enforce the environmental noise requirements of the State Building Code (Title 24).
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.
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-8	Discourage noise sensitive land uses from locating in areas of inappropriate or high noise levels.
Policy NE-9	Work to ensure that the expansion of or changes to existing land uses do not create additional noise impacts for sensitive receptors in the vicinity of the project from intensification or alteration of existing land uses by requiring applicants.
Task NE-9.1	Depending upon the hours of operation, intensity of use, and the location of sensitive receptors in the area, the expansion or change of use could cause noise impacts. Acoustical studies should be performed, at the applicant's expense, during the discretionary and environmental review processes and conditions should be placed on the project accordingly.
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.
Task NE-11.3	Require all future development within the Airport Influence Area B boundary for San Francisco International Airport to conform to the relevant height/airspace protection, aircraft noise, and safety policies and land use compatibility criteria contained within the most recent adopted version of the ALUCP for the environs of San Francisco International Airport.

Daly City Municipal Code

Chapter 9.22 of the City's Municipal Code discusses disturbing the peace. While noise level restrictions are not provided in the Municipal Code, the following sections establish qualitative noise disturbances and hours of sensitivity applicable to proposed project:

- 9.22.010 – Disturbing the peace prohibited. No person shall make in any place, nor allow to be made upon his premises, or premises within his control, any noise, disorder or tumult to the disturbance of the public peace.
- 9.22.030 – Noise. Between the hours of ten p.m. (10:00 p.m.) and six a.m. (6:00 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.

4.13.1.3 *Existing Conditions*

The noise environment at the project site and in the surrounding areas results primarily from vehicular traffic along I-280 and Hickey Boulevard. Aircraft associated with San Francisco International Airport also contributes to the noise environment.

A noise monitoring survey, which included three long-term (LT-1 through LT-3) and three short-term (ST-1 through ST-3) noise measurements, was performed at the site beginning on Tuesday January 31, 2023 and concluding on Thursday February 2, 2023. All measurement locations are shown in Figure 4.13-1. Typical hourly average noise levels at the project site ranged from 61 to 75 dBA L_{eq} during the day and from 51 to 73 dBA L_{eq} at night.

Long-term noise measurement LT-1 was made from Gellert Park, approximately 85 feet south of the centerline of Hickey Boulevard. Hourly average noise levels at LT-1 typically ranged from 61 to 69 dBA L_{eq} during daytime hours (between 7:00 a.m. and 10:00 p.m.) and from 53 to 63 dBA L_{eq} during nighttime hours (between 10:00 p.m. and 7:00 a.m.). The community noise equivalent level (CNEL) for the 24-hour period was 67 dBA CNEL. LT-2 was made from Gellert Park, approximately 95 feet west of the centerline of Gellert Boulevard. Hourly average noise levels at LT-2 typically ranged from 61 to 71 dBA L_{eq} during the day and from 51 to 61 dBA L_{eq} at night, resulting in a CNEL of 66 dBA. LT-3 was made along the southern boundary of the project site, approximately 175 feet from the centerline of the nearest through lane of southbound I-280 and approximately 45 feet from the centerline of Serravista Avenue. Hourly average noise levels at LT-3 typically ranged from 71 to 75 dBA L_{eq} during the day and from 63 to 73 dBA L_{eq} at night, resulting in a CNEL of 77 dBA.

Short-term noise measurements were made on Tuesday January 31, 2023, in 10-minute intervals between 10:30 a.m. and 11:20 a.m. and are summarized Table 4.13-1 below.

Table 4.13-1: Short-Term Noise Measurements

Noise Measurement Location (Date, Time)	**L_{max}**	**$L_{(1)}$**	**$L_{(10)}$**	**$L_{(50)}$**	**$L_{(90)}$**	**$L_{eq(10)}$**
ST-1: backyard equivalent of 49 Berta Circle (1/31/2023, 10:30-10:40 a.m.)	74	69	65	61	60	63
ST-2: front yard of 72 Marbly Avenue (1/31/2023, 10:50-11:00 a.m.)	66	60	53	50	48	52
ST-3: front yard of 3 Dover Court (1/31/2023, 11:10-11:20 a.m.)	72	68	61	55	49	58

Note: ST = short-term; L_{max} = maximum A-weighted noise level during the measurement period; $L_{(1)}$, $L_{(10)}$, $L_{(50)}$, $L_{(90)}$ = The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Temporary Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. During each phase of construction, there would be a different mix of equipment operating, and noise levels would vary by phase and vary within phases, based on the amount of equipment in operation and the location at which the equipment is operating.

The City's General Plan states that construction activities should be limited to the hours of 8:00 a.m. to 5:00 p.m. on weekdays and prohibits construction on weekends and holidays. Additionally, the City's Municipal Code prohibits noise disturbances between 10:00 p.m. and 6:00 a.m.

Construction Work Hours

The project would be constructed over a period of 25 months. The noise analysis was based on the applicant's proposed weekday construction hours of 7:00 a.m. to 10:00 p.m. However, the City would typically limit construction hours, for both development options, to between 8:00 am and 5:00 pm with right-of-way work along Hickey Boulevard restricted to the hours of 9:00 am to 3:00 pm Monday through Friday. The following condition of approval would be required to ensure the project complies with the City's standard construction hours unless otherwise allowed.

Condition of Approval:

- **Construction Hours.** The City's allowed construction hours are Monday through Friday between the hours of 8:00 am to 5:00 pm. Construction is prohibited on weekends and holidays[72] unless approved by the City Council and the City Manager. For work in the Hickey Boulevard right-of-way, the construction hours shall be limited to Monday through Friday between the hours of 9:00 am to 3:00 pm. If the project's general contractor wishes to work outside the allowable hours, on weekends, or on City holidays, on a regular basis, this must be approved in advance by the City Council and the City Manager.
- **Noise.** During the permitted construction hours, the Contractor shall ensure noise generated by construction equipment shall not exceed 85 dBA when measured at a distance of 75 feet from the construction site boundary. Additionally, no deliveries of materials or equipment are permitted outside these hours. The Contractor is permitted to stage and prepare the worksite up to one hour before the permitted hours of construction provided that no construction equipment is in use. The use of any construction equipment outside the permitted construction hours is strictly prohibited.
- **Posted Sign**. The construction hours shall be posted five feet above ground level and shall be visible to the street at all entrances to the construction site.
- **Special Requests**. If the General Contractor wishes to work after hours (i.e., outside of 8:00 am to 5:00 pm on weekdays and/or on weekends or City Holidays) on a regular basis, this shall be approved in advance by the City Council and the City Manager. For special requests on a limited basis, the Building Official can approve alternate construction hours for projects not within or impacting the ROW. All special circumstances construction hour requests must be received no later than 10 business days before the special circumstances construction. A copy of the approval must be kept on-site and made available to any member of the public, police, and City staff.

Construction Noise Analysis

The City of Daly City does not have established noise level thresholds for construction activities; therefore, this Initial Study uses the noise limits established by the FTA to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise

[72] The City observes the following holidays: New Year's Day, Martin Luther King, Jr, President's Day, Memorial Day, Juneteenth, Independence Day, Labor Day, Veteran's Day, Thanksgiving, Christmas, and New Year's Eve.

limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, an exterior threshold of 80 dBA L_{eq} shall be applied at residential land uses and 90 dBA L_{eq} shall be applied at commercial and industrial land uses.

The proposed project would include piles as part of the foundation of the building. These piles would be installed using an auger drill rig, which generates hourly average noise levels up to 77 dBA L_{eq} at 50 feet.[73] Estimated construction noise levels for the project are presented in Table 4.13-2.

Table 4.13-2: Estimated Hourly Average Construction Noise Levels at Nearby Land Use

Phase of Construction	Adjoining Office (80ft) L_{eq} (dBA)	Adjoining Comm. (200ft) L_{eq} (dBA)	South Res. (135ft) L_{eq} (dBA)	North Comm. (250ft) L_{eq} (dBA)	NE Res. & Comm. (570ft) L_{eq} (dBA)	East Res. & Office (920ft) L_{eq} (dBA)
Demolition	82	74	77	72	65	61
Site Preparation	82	74	77	72	65	61
Grading/ Excavation	85	77	80	75	68	63
Foundation/Basement Walls	82	74	77	72	65	61
Building – Superstructure/ Exterior	81	73	76	71	63	59
Building – Cores/Elevator	82	74	77	72	65	61
Sitework	82	75	78	73	65	61

Note: The distances shown in the table were measured from the center of the nearest project building to the receiving property lines.

dBA = The average A-weighted noise level during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

As shown in Table 4.13-2, construction noise levels would intermittently range from 59 to 80 dBA L_{eq} at existing residential uses and from 59 to 85 dBA L_{eq} at existing office and commercial uses when activities are focused near the center of the nearest project buildings. These construction noise levels are not expected to exceed the FTA exterior threshold of 80 dBA L_{eq} at existing residential land uses south of the site, northeast of the site, and more than 900 feet east of the site, or the 90 dBA L_{eq} threshold at office and commercial land uses in the project vicinity. When construction occurs 50 feet from the adjoining property lines, construction noise levels would range from 79 to 85 dBA L_{eq}.

[73] Impact or vibratory pile driving is not anticipated for this project.

Impact NOI-1: Project implementation would result in intermittent short-term noise impacts resulting from construction-related activities. **(Significant Impact)**

Mitigation Measures: In accordance with the City's General Plan and Municipal Code, construction activities would be completed with incorporation of the following BMPs to reduce temporary construction noise impacts:

MM NOI-1.1: Construction Noise Best Management Practices. In accordance with the City's General Plan and Municipal Code, construction activities would be completed with incorporation of the following best management practices (BMPs) to further reduce potential temporary construction noise impacts. The applicant shall incorporate the following practices into the construction documents to be implemented by the project contractor:

- Construction activities shall be limited to the hours between 8:00 am and 5:00 pm, Monday through Friday, and prohibited on weekends and holidays in accordance with the City's General Plan, unless permission is granted by the City Council and the City Manager to conduct construction outside the allowable hours with a development permit or other planning approval.
- Construct temporary noise barriers, where feasible, to screen stationary noise-generating equipment. Temporary noise barrier fences would provide a five dBA noise reduction if the noise barrier interrupts the line-of-sight between the noise source and receptor and if the barrier is constructed in a manner that eliminates any cracks or gaps.
- At a minimum, the construction contractor shall implement the following control measures: improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds.
- Equipment used for project construction shall be hydraulically or electrically powered impact tools (e.g., jack hammers) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. Where use of pneumatically-powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. A muffler could lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used where feasible; this could achieve a reduction of five dBA. Quieter procedures shall be used (such as drilling rather than impact equipment) wherever feasible.
- The construction contractor shall not allow any construction equipment, trucks, or vehicles to idle.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors

as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors.

- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.
- The construction noise BMPs shall be printed on all construction documents, contracts, and project plans. The project applicant and/or contractor shall submit the construction documents, contracts, and project plans to the Director of Economic Community Development or the Director's designee for review and approval prior to the issuance of a demolition or grading permit, whichever occurs earliest. The project applicant and contractors shall implement all measures for the entire duration of construction.

Implementation of the BMPs identified in MM NOI-1.1 would reduce construction noise levels emanating from the site by notifying neighbors of the project construction schedule, designating a disturbance coordinator, working within the allowed construction hours, and implanting noise reduction measures. Therefore, the proposed project would have a less than significant construction noise impact. **(Less than Significant Impact with Mitigation Incorporated)**

Permanent Operational Noise

A significant impact would occur if the permanent noise level increase due to project-generated operations was three dBA CNEL or greater for future ambient noise levels exceeding 60 dBA CNEL or was five dBA CNEL or greater for future ambient noise levels at or below 60 dBA CNEL. With existing ambient noise levels exceeding 60 dBA CNEL, it is assumed future noise levels would remain over 60 dBA CNEL. Therefore, a significant impact would occur if project-generated operations increased levels by three dBA CNEL or more.

The City of Daly City does not specify noise limits for operations, such as mechanical equipment, truck deliveries, noise-generating outdoor activities, etc. However, the City's Municipal Code prohibits noise disturbances between 10:00 p.m. and 6:00 a.m. For purposes of this Initial Study, the average daytime and nighttime ambient noise levels summarized in Table 4.13-3 for each of the receptors surrounding the site shall be used as thresholds for hourly average operational noise generated by the project. Therefore, an increase in ambient noise levels, operational noise levels exceeding average ambient conditions, or deliveries outside the City's allowable hours would constitute a significant impact.

Table 4.13-3: Summary of Ambient Noise Levels for Existing Receptors

Roadway	Range of Daytime Noise Levels (Average) dBA L_{eq}	Range of Nighttime Noise Levels (Average) dBA L_{eq}	dBA CNEL
Adjoining Office	61 to 71 (63)	51 to 61 (56)	66
Adjoining Commercial	61 to 69 (65)	53 to 63 (58)	67
South Residences	61 to 71 (63)	51 to 61 (56)	66
North Commercial	61 to 69 (65)	53 to 63 (58)	67
Northeast Residences & Commercial	71 to 75 (73)	63 to 73 (68)	76
East Residences & Offices	71 to 75 (73)	63 to 73 (68)	76

Note: dBA = The average A-weighted noise level during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period; CNEL = Community Noise Equivalent Level

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

Project-Generated Traffic Noise Impacts

To determine the effect of project-generated traffic on the nearby residences, the peak hour project trips at 17 intersections in the vicinity of the site were added to the existing traffic volumes to calculate the existing plus project traffic. By comparing the existing plus project traffic to the existing traffic, the project's contribution to ambient noise levels was estimated to increase up to one dBA CNEL or less along each roadway segment. As a result, implementation of the proposed project would not result in a permanent noise increase of three dBA CNEL or more.

Mechanical Equipment

A transformer and two generators would be located on level four (which is the level where the main entrance off Serravista Avenue would be located) between the proposed office building and parking structure. A 10-foot wall would be located to the south of the level four mechanical yard, a storage room of about the same height to the north of the mechanical yard, and the trash enclosures and the parking structure to the east of the mechanical yard. Typically, transformers up to 1,000 kVA generate noise levels up to 64 dB, as measured at 3.28 feet (1 meter). Assuming the transformer runs continuously during daytime and nighttime hours, the community noise equivalent level would be 71 dBA CNEL at a distance of 3.28 feet (1 meter).

The Office Building option would include one 600 kW emergency generator and an additional 1,000 kW emergency generator may be added in the future for tenants.[74] Each generator is expected to have an enclosure, which would reduce noise levels at 23 feet to 73 dBA. Emergency generators are typically tested monthly for a period of one hour between 7:00 a.m. and 10:00 p.m. Furthermore, it is assumed that the City's nighttime restrictions would not apply during emergency conditions when the generators may run continuously during daytime and nighttime hours. At 23 feet, testing of the emergency generators would result in a community noise equivalent level of 62 dBA CNEL, assuming both generators are tested during the same 24-hour period.

Due to the orientation of the proposed office building and the location of the level four mechanical yard, the existing office and commercial buildings adjoining the project site would be well shielded from noise generated by the transformer and the emergency generators and would not be considered receptors for these noise sources. The 10-foot wall, storage room, trash enclosures, and parking structure, in combination with the height of level four above the ground level, would provide a minimum five dBA attenuation or noise reduction for all remaining receptors surrounding the site. Table 4.13-4 summarizes the noise generated by the transformer and emergency generators propagated to the property lines of the surrounding land uses.

As shown in Table 4.13-4, average noise levels due to transformer and generator operations would not exceed daytime or nighttime average ambient noise levels at any of the surrounding receptors. For all existing receptors, the noise level increase due to transformer and emergency generator noise would not be measurable or detectable (0 dBA CNEL increase). The mechanical equipment would not increase existing ambient noise levels by three dBA CNEL or more.

Rooftop equipment would include heat pump chillers, utility set fans for restroom and general exhaust core, air handling units, and other smaller equipment. Estimated rooftop mechanical equipment noise levels are summarized in Table 4.13-5 below.

[74] For the medical building scenario, only one 600 kW generator would be required; however, this analysis assumes worst-case conditions and analyzes both generators.

Table 4.13-4: Estimated Operational Noise Levels from Mechanical Equipment

Receptor	Distance from Transformer (feet)	L_{eq} from Transformer Noise (dBA)[a]	Distance from Emergency Generators (feet)	L_{eq} from Emergency Generators (dBA)[a]	Combined CNEL (dBA)[a]	Noise Level Increase (dBA CNEL)
South Residences	145	26	180 to 190	50	40	0
North Commercial	285	20	225 to 240	48	38	0
Northeast Residences & Commercial	710	< 20	700 to 725	38	28	0
East Residences & Offices	1,075	< 20	1,135 to 1,170	34	24	0

[a] Conservative five dBA attenuation assumed for 10-foot surrounding enclosures, parking structure, wall, and room.

Note: dBA = The average A-weighted noise level during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period; CNEL = Community Noise Equivalent Level

Distances are measured from the center of the proposed location for all equipment.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

Table 4.13-5: Estimated Operational Noise Levels from Rooftop Mechanical Equipment

Receptor	Distance from Rooftop Equipment (feet)	3 Heat Pump Chillers (dBA)[a]	Utility Set Fan (dBA)[a]	3 AHUs (dBA)[a]	Combined L_{eq} (dBA)[a]	Combined CNEL (dBA)[a]	Noise Level Increase (dBA CNEL)
Adjoining Office	65	49	32	37	50	56	1
Adjoining Commercial	165	41	24	29	42	48	0
South Residences	170	41	24	29	41	48	0
North Commercial	230	38	21	26	39	45	0
Northeast Residences & Commercial	800	28	< 20	< 20	28	35	0
East Residences & Offices	1,245	24	< 20	< 20	24	31	0

[a] Conservative 20 dBA attenuation assumed for 15-foot metal cladded roof screen and elevation of noise sources above the ground.

Note: dBA = The average A-weighted noise level during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period; CNEL = Community Noise Equivalent Level

Distances are measured from the center of the proposed location for all equipment.

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

As shown in Table 4.13-5, average noise levels from heat pump chillers, utility set fans for restroom and general exhaust core, air handling units, and other smaller equipment would not exceed daytime or nighttime average ambient noise levels at any of the surrounding receptors. Additionally, the combined noise level from all of the rooftop sources would not exceed daytime or nighttime average noise levels at any surrounding receptor. For all existing residential receptors, the noise level increase due to rooftop noise sources would not be measurable or detectable (0 dBA CNEL increase), while up to 1 dBA CNEL increase would occur at the adjoining office building. The rooftop mechanical equipment would not increase existing ambient noise levels by three dBA CNEL or more.

Truck Load and Unloading

The site plan shows a loading zone along the eastern building façade on level four, which is located between the transformer and emergency generator. Due to the orientation of the office building, all truck loading and unloading activities would be well-shielded from the existing office and commercial uses adjoining the project site. The elevation of level four, the 10-foot transformer wall and the parking structure would provide a conservative five dBA attenuation for all other surrounding receptors.

The loading areas would be expected to have no more than four deliveries a week by medium- and heavy-sized trucks. Truck delivery noise would include a combination of engine, exhaust, and tire noise, as well as the intermittent sounds of back-up alarms and releases of compressed air associated with truck/trailer air brakes. Heavy trucks typically generate maximum instantaneous noise levels of 70 to 75 dBA at a distance of 50 feet. Smaller medium-sized delivery trucks typically generate maximum noise levels of 60 to 65 dBA at 50 feet. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA at a distance of 50 feet.

It is assumed that a single truck would take up to 15 minutes to load/unload and only one loading/unloading activity would occur in a single hour. Hourly average noise levels would range from 59 to 69 dBA L_{eq} for medium and heavy trucks, respectively. It is assumed that all deliveries and on-site maintenance activities would occur during daytime hours between 7:00 a.m. and 10:00 p.m. Table 4.13-6 summarizes the noise levels due to truck delivery noise at the surrounding land uses.

Table 4.13-6: Estimated Operational Noise from Truck Loading and Unloading Sources

Receptor	Distance from Loading Zone (feet)	L_{eq} from Heavy Truck Noise (dBA)[a]	L_{eq} from Medium Truck Noise (dBA)[a]	Combined CNEL (dBA)[a]	Noise Level Increase, dBA CNEL
South Residences	165	54	44	46	0
North Commercial	265	50	40	42	0
Northeast Residences & Commercial	690	41	31	33	0
East Residences & Offices	1,075	37	27	30	0

[a] Conservative five dBA attenuation assumed for 10-foot surrounding enclosures, parking structure, wall, and room.

Note: dBA = The average A-weighted noise level during the measurement period; L_{eq} = The average A-weighted noise level during the measurement period; CNEL = Community Noise Equivalent Level

Distances are measured from the center of the proposed location of the noise source. Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

As shown in Table 4.13-6, the noise levels from truck loading/unloading would not exceed daytime average ambient noise levels at any of the surrounding receptors. The truck loading and unloading noise source would not increase existing ambient noise levels by three dBA CNEL or more.

Combined Project-Generated Operational Noise

Operational noise levels produced by the proposed project combined (i.e., traffic, mechanical equipment, truck loading/unloading) would result in an increase of two dBA CNEL or less at all existing noise-sensitive receptors in the project vicinity, which is less than the three dBA increase threshold. Therefore, the proposed project would not result in a substantial increase in ambient noise levels in the project vicinity. **(Less than Significant Impact)**

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The construction of the project may generate vibration when heavy equipment or impact tools (e.g., jackhammers, hoe rams) are used. Construction activities would include grading, foundation work, paving, and new building framing, and finishing. Impact or vibratory pile driving activities, which can cause excessive vibration, would not be used during construction of the proposed project.

For structural damage, the California Department of Transportation (Caltrans) recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern

engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened. No known ancient buildings or buildings that are documented to be structurally weakened adjoin the project area. Therefore, conservatively, groundborne vibration levels exceeding 0.3 in/sec PPV would have the potential to result in a significant vibration impact.

Construction vibration levels would be dependent on the location of individual pieces of equipment. Equipment scattered throughout the site would not generate a collective vibration level, but a vibratory roller, for instance, operating near the project site boundary would generate the worst-case vibration levels for the receptor sharing that property line. Further, construction vibration impacts are assessed based on damage to buildings on receiving land uses, not receptors at the nearest property lines. The distances used to identify construction vibration levels were estimated under the assumption that each piece of equipment was operating along the nearest boundary of the busy construction site, which would represent the worst-case scenario. Typical vibration levels that could be expected from construction equipment at each of the surrounding buildings in the project vicinity is summarized below in Table 4.13-7.

Table 4.13-7: Estimated Construction Vibration Levels at Surrounding Structures (in/sec PPV)

Equipment	Adjoining Office (5 feet)	Adjoining Commercial (70 feet)	South Residences (80 feet)	North Commercial (175 feet)	NE Residences Commercial (560 feet)	East Residences & Office (825 feet)
Clam shovel drop	**1.186**	0.065	0.056	0.07241	0.007	0.004
Hydromill (slurry wall) in soil	0.047	0.003	0.002	0.001	0.0003	0.0002
Hydromill (slurry wall) in rock	0.100	0.005	0.005	0.002	0.001	0.0004
Vibratory Roller	**1.233**	0.068	0.058	0.025	0.007	0.004
Hoe Ram	**0.523**	0.029	0.025	0.010	0.003	0.002
Large bulldozer	**0.523**	0.029	0. 025	0.010	0.003	0.002
Caisson drilling	**0.523**	0.029	0.025	0.010	0.003	0.002
Loaded trucks	**0.446**	0.024	0.021	0.009	0.002	0.002
Jackhammer	0.206	0.011	0.010	0.004	0.001	0.001
Small bulldozer	0.018	0.001	0.001	0.0004	0.0001	0.0001

Note: **Bold** indicates an exceedance; In/sec = inches per second; PPV = Peak Particle Velocity

Source: Illingworth & Rodkin, Inc. *455 Hickey Boulevard Noise and Vibration Assessment*. March 2023.

Based on the vibration levels identified for construction of the project, there is low potential for cosmetic damage[75] to adjacent structures and minor or major damage would not be expected at buildings immediately adjoining the site. However, as shown in Table 4.13-7, the construction of the project would potentially generate vibration levels exceeding the 0.3 in/sec PPV threshold at conventional properties adjoining the project site.

Impact NOI-2: Construction-related vibration levels resulting from activities at the project site would potentially exceed 0.3 in/sec PPV at the existing structures adjoining the project site. **(Significant Impact)**

Mitigation Measures: Construction activities would be completed with incorporation of the following measures to reduce temporary construction vibration impacts.

MM NOI-2.1: Construction Vibration Measures. The following measures shall be printed on all construction documents, contracts, and project plans and implemented during all phases of construction to reduce vibration impacts from construction activities to a less-than-significant level:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Smaller equipment to minimize vibration levels to below 0.3 in/sec PPV shall be used at the property lines. For example, a smaller vibratory roller, such as the Caterpillar model CP433E vibratory compactor, could be used when compacting materials within 20 feet of the adjacent conventional building.
- Avoid using vibratory rollers and clam shovel drops near sensitive areas.
- Select demolition methods not involving impact tools.
- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of the adjacent conventional building.

[75] Cosmetic damage would entail hairline cracking in plaster, the opening of old cracks, the loosening of paint, or the dislodging of loose objects.

- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

With implementation of the Mitigation Measure NOI-2.1, impacts related to groundborne vibration at adjacent structures would be reduced to a less than significant level by avoiding the use of high vibration impact equipment near sensitive receptors, using lower vibration impact construction methods and equipment, and designating a person to respond to and address claims of excessive vibration. **(Less than Significant Impact with Mitigation Incorporated)**

c) For a project located within the vicinity of a private airstrip or 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 expose people residing or working in the project area to excessive noise levels?

SFO is a public-use airport located approximately four miles southeast of the project site. According to the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport, the project site lies well outside the 65 dBA CNEL/L_{dn} 2020 noise contour, and the required safe and compatible threshold for exterior noise levels would be at or below 65 dBA CNEL for aircrafts. Therefore, the proposed project would be compatible with the exterior noise standards for aircraft noise. **(Less than Significant Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City has policies that address existing noise conditions affecting a proposed project.

4.13.3.1 *Future Exterior Noise Levels*

The City's acceptable exterior noise level standard is 70 dBA CNEL or less for the proposed commercial land uses.

The project's site plan shows an outdoor seating area on level four (which is where entry to the building and parking podium off Serravista Avenue would be located) and multiple balconies on levels six, seven, and eight, as summarized below.

- Level Four – a seat in area would be located along the southern building façade, facing Serravista Avenue. The center of the seating area would be located approximately 200 feet from the centerline of Hickey Boulevard; however, the proposed office building and parking structure would provide adequate shielding from traffic noise along Hickey Boulevard and I-280. Future exterior noise levels at the center of the level four seating

area would be below 70 dBA CNEL, which would meet the City's threshold for office land uses.

- Level Six and Seven – a small balcony would be located in the northeastern corner of the proposed building, and level seven shows two small balconies in the northeastern and northwestern corners of the proposed building. Each of these balconies would face Hickey Boulevard. With the northern building set back 80 to 85 feet from the centerline of Hickey Boulevard and assuming partial shielding from the building and the elevation of the balconies above the ground, future exterior noise levels at each of the balconies located along the northern façade would be below 70 dBA CNEL, which would meet the City's threshold.
- Level Eight – three balconies would be located in the northeastern and northwestern corners (facing Hickey Boulevard) and along the southern façade, facing Serravista Avenue. With the northern building set back 80 to 85 feet from the centerline of Hickey Boulevard and assuming partial shielding from the building and the elevation of the balconies above the ground, future exterior noise levels at each of the balconies located along the northern façade would be below 70 dBA CNEL, which would meet the City's threshold. The center of the level eight balcony along the southern façade would be adequately shielded from Hickey Boulevard. With partial shielding from I-280 provided by the parking structure and the elevation of the balcony above the ground, future exterior noise levels at the level eight balcony located along the southern façade would be below 70 dBA CNEL, which would meet the City's threshold.

4.13.3.2 *Future Interior Noise Levels*

The CALGreen Code standards specify an interior noise environment attributable to exterior source not to exceed an hourly equivalent noise level (L_{eq} (1-hr)) of 50 dBA in occupied areas of nonresidential uses during any hour of operation.

The northern building façade, which faces Hickey Boulevard, would be set back approximately 80 to 85 feet from the centerline. Additionally, the eastern façade would be set back approximately 470 to 520 feet from the centerline of the nearest through lane along I-280. At these distances, daytime hourly average noise levels would range from 63 to 71 dBA L_{eq} at the building façades, with day-night average noise level ranging from 69 to 70 dBA CNEL. Additionally, noise levels at building façades reduce at a rate of about one dBA for every two levels above the ground; therefore, the upper floors would be exposed to lower noise levels. Implementation of the following condition of approval would ensure that interior noise standards are met.

Condition of Approval:

- Use of standard construction materials for commercial uses would provide about 25 dBA of noise reduction in interior spaces.

- The inclusion of adequate forced-air mechanical ventilation systems is normally required so that windows may be kept closed at the occupant's discretion and would provide an additional five dBA reduction.
- Additional noise control could be accomplished by selecting higher sound-rated windows (STC 34 or greater along exterior façades).

The standard construction materials in combination with forced-air mechanical ventilation would satisfy the daytime threshold of 50 dBA L_{eq} (1-hr).

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[76] The City of Daly City Housing Element and related land use policies were last updated in 2015.[77]

Regional and Local

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[78]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[76] California Department of Housing and Community Development. "Regional Housing Needs Allocation." Accessed February 15, 2023. https://www.hcd.ca.gov/planning-and-community-development/regional-housing-needs-allocation

[77] The draft City of Daly City 2023-2031 Housing element was submitted to the California Department of Housing and Community Development on June 27, 2023.

[78] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

4.14.1.2 *Existing Conditions*

Daly City's population was estimated to be 101,471 in May 2023.[79] There are estimated to be 34,049 housing units in the City.[80] Based on the current RHNA for the City, approximately 4,838 additional housing units are planned for the City by 2031.[81] The project site does not currently include any residential units.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Would the project induce substantial unplanned 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)?

A project can induce substantial population growth by 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (i.e., exceeding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

The proposed project would construct either an office building or medical office building on a developed site. The project would not directly contribute to residential development or population expansion since it is a non-residential commercial use. The project would replace an existing office building and expand employment opportunities on the site. The City's proposed Housing Element plans for approximately 4,838 units in the City by 2031 and the project would not generate substantial demand for housing above current growth projections. Additionally, the proposed project would not expand existing roads or infrastructure supporting population growth. Therefore,

[79] California Department of Finance. "E-5 Population and Housing Estimates for Cities, Counties, and the State, 2021-2023." May 2023. Accessed August 2, 2023. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2022/.
[80] Ibid.
[81] City of Daly City. 2023-2031 Housing Element. June 2023. Table HE 27.

the proposed project would not directly or indirectly induce substantial unplanned population growth in the area and would result in a less than significant impact. **(Less than Significant Impact)**

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The site is developed with an office building and does not provide housing. Therefore, the proposed development would not result in any impact from displacement of existing housing or people. **(No Impact)**

4.15 Public Services

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development for "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to public services and are applicable to the proposed project.

Policy/Task	Description
Policy SE-3.1	Support and maintain the City's Insurance Service Office rating of a Class 2, which establishes the fire insurance rates for the City.
Policy SE-3.2	Provide for a seven-minute total reflex time for arrival of a first due company to 90 percent of all emergency incidents.

Policy SE-3.3	Provide for an eleven-minute total reflex time for arrival of multiple fire companies to 90 percent of all structure fires.

4.15.1.2 *Existing Conditions*

Fire Protection

The City of Daly City is served by the North County Fire Authority, a Joint Powers Authority which currently serves the communities of Brisbane, Daly City, and Pacifica.[82] The North County Fire Authority responds to all fires, hazardous materials spills, and medical emergencies in the City. In 2021, the North County Fire Authority had an average response time of five minutes and 36 seconds.[83] The closest station to the project site is the North County Fire Authority Headquarters located at 10 Wembley Drive, approximately 530 feet west of the project site across Gellert Boulevard.

Police Protection

Police protection services for the project site are provided by the Daly City Police Department, which is headquartered at 333 90th Street, approximately three miles north of the project site. The Daly City Police Department employs 111 sworn personnel.[84]

Schools

Daly City is served by the Jefferson Elementary School District and the Jefferson Union High School District. The Jefferson Elementary School District includes a state preschool, eleven elementary schools, three intermediate schools, a maintenance/warehouse unit, and a District Office to serve approximately 6,000 students.[85] The Jefferson Union High School District includes five high schools and an adult school program.[86]

Parks

There are 13 municipal parks and 12 tot lots within Daly City, totaling 82.95 acres of developed recreational area. Daly City has 31 city parks and open spaces as well as access to nearby regional and state parks and open spaces such as San Bruno Mountain.[87] According to the Parks and Open Space Master Plan, the City contains 65.4 acres of developed parkland and 68.6 acres of open space. The nearest recreational facility to the project site is Gellert Park located at 50 Wembley

[82] City of Daly City. "Fire Department." Accessed February 16, 2023. http://www.dalycity.org/City_Hall/Departments/Fire_Department.htm
[83] North County Fire Authority. "Reports & Statistics." Accessed February 16, 2023. https://northcountyfire.org/reports-statistics/.
[84] City of Daly City. "Police Officer." Accessed February 16, 2023. https://www.dalycity.org/389/Police-Officer.
[85] Jefferson Elementary School District. "The District and Community." Accessed February 16, 2023. https://www.jsd.k12.ca.us/District/150233-The-District-and-Community.html
[86] Jefferson Union High School District. "Jefferson Union High School District Homepage." Accessed February 16, 2023. https://www.juhsd.net/Page/1
[87] City of Daly City. *Daly City Parks & Open Space Master Plan*. March 2020.

Drive, approximately 510 feet west of the project site. The park includes a clubhouse, playground, and sport facilities. Also in proximity to the project site is the Norwood Tot Lot at 4 Norwood Avenue, approximately 0.2 miles south of the project site.

Libraries, Community Centers, and Other Facilities

The Daly City Library provides library services to the residents of Daly City. The nearest library branch is the Serramonte Library located at 40 Wembley Drive approximately 0.2 mile west of the project site. There are also two community centers, three clubhouses, and one event center available to the public.[88] The nearest public center is the Gellert Park Clubhouse approximately 0.2 miles of the project site at 50 Wembley Drive.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the 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:				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other Public Facilities?	☐	☐	☒	☐

a) Would the project 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 fire protection services?

As part of the permitting process, the North County Fire Authority would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in

[88] City of Daly City. "Facility Rental Fees." Accessed February 16, 2023. https://www.dalycity.org/DocumentCenter/View/5631/Facility-and-Field-Fee-Schedule-As-as-of-12023-PDF?bidId=.

compliance with all applicable state and city fire safety regulations. The proposed project under both development options would result in an incremental increase in the demand for fire protection services since it would replace an existing office development that is already served by the North County Fire Authority with a new higher-density office development. However, the increase in demand would not require new or expanded fire facilities since the project is an infill project and located approximately 1,056 feet east of the North County Fire Authority fire station. The existing North County Fire Authority fire station would be able to provide adequate fire protection services for either development option. For these reasons, the proposed project would not individually require new or altered fire protection facilities, and as a result, would have a less than significant impact on the environment. **(Less than Significant Impact)**

b) Would the project 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 police protection services?

The proposed project would result in an incremental increase in the demand for police protection services within the Daly City Police Department service area. However, the demand increase due to the new jobs generated by the project would not be substantial since the current use and the surrounding urban development are already served by the Daly City Police Department. The proposed project would not require new or expanded police protection facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Therefore, the proposed project would have a less than significant impact on the provision of police protection services and would not require the construction or alteration of existing facilities. **(Less than Significant Impact)**

c) Would the project 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 schools?

The proposed project would not involve the construction of new housing or other uses that would generate students requiring school facilities. The project would be subject to applicable school impact fees to address the indirect effects from increased commercial development. **(No Impact)**

d) Would the project 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 parks?

The proposed project would involve the construction of either an office building or a medical office building. As a commercial office development, the project would not generate new residents that would utilize the local parks. There would be new jobs associated with the proposed project and future employees may utilize nearby parks and trails, such as Gellert Park, but these employees would not place a physical burden or create a substantial increase in demand for these facilities. The proposed project would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur. Therefore, the proposed project would have a less than significant impact on park facilities in Daly City. **(Less than Significant Impact)**

e) Would the project 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 other public facilities?

Public facilities, such as libraries and community centers, would not experience a substantial increase in demand as a result of the proposed project because it would be an office use (office building or medical office building) that would not result in new residential growth. The project would not require the construction or expansion of additional governmental facilities in order to maintain acceptable service ratios or performance objectives. Therefore, the proposed project would have a less than significant impact on other public facilities. **(Less than Significant Impact)**

4.16 Recreation

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

4.16.1.2 *Existing Conditions*

Public recreational open space within Daly City consists of City parks and facilities, and State and County Parks. Daly City has 31 city parks and open spaces as well as access to nearby regional and state parks and open spaces such as San Bruno Mountain.[89] According to the Parks and Open Space Master Plan, the City contains 65.4 acres of developed parkland and 68.6 acres of open space. In addition to City parks, San Bruno Mountain State and County Park provides 2,063 acres of public park space comprising state and San Mateo County managed land.

The nearest recreational facility to the project site is Gellert Park located at 50 Wembley Drive, approximately 510 feet west of the project site. The park includes a clubhouse, playground, and sport facilities. Also in proximity to the project site is the Norwood Tot Lot at 4 Norwood Avenue, approximately 0.2 miles south of the project site.

[89] City of Daly City. *Daly City Parks & Open Space Master Plan*. March 2020.

4.16.2 Impact Discussion

		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 will 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?	☐	☐	☒	☐

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?

The proposed project would construct either an office building or medical office building. Neither development option would directly increase the population of the City, nor would the proposed development options contribute substantially to the use of parks near the project site. Therefore, the proposed project would not cause substantial physical deterioration of City park facilities. **(Less than Significant Impact)**

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?

The project does not include the expansion or construction of additional recreational facilities. Additionally, as a non-residential commercial development (either an office building or medical office building), the project would not require the construction or expansion of recreational facilities for the City to meet its service goals. For these reasons, implementation of the project would not result in an adverse physical effect on the environment due to the inclusion or construction of recreational facilities. **(Less than Significant Impact)**

4.17 Transportation

The following discussion is based, in part, on a Traffic Impact Study Report prepared for the project by TJKM in January 2023. A copy of the report is included in Appendix F of this Initial Study.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by the Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional and Local

San Mateo County Congestion Management Program

The City/County Association of Governments (C/CAG), as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. Also included in the CMP is the Traffic Impact Analysis (TIA) Policy, which provides uniform

procedures to analyze traffic impacts. According to the CMP, an acceptable level of service at signalized intersections is LOS E.

Another component of the CMP is the "The Land Use Impact Analysis Program Policy – also known as the "TDM Policy." The purpose of the policy is to preserve acceptable performance on the countywide CMP network, and to establish community standards for consistent, system-wide review of development-related transportation impacts. All C/CAG member jurisdictions are subject to this TDM Policy – unless expressly exempted by C/CAG. The TDM Policy includes 26 different TDM measures to reduce VMT, including free/preferential parking for carpools, transit subsidies, bicycle storage, telecommuting, reduced parking, TDM fund, short-term daily parking, and shuttle services.

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to transportation and are applicable to the proposed project.

Policy/Task	Description
Policy CE-1	Use the City's traffic model and environmental review process outlined by the California Environmental Quality Act (CEQA) to ensure that the City's existing roadway network is relatively free flowing during peak traffic periods.
Task CE-1.3	Require a traffic study as part of a complete application for discretionary projects which meet pre-determined criteria established by the City Engineer. The study shall determine the cumulative impact of the project on the City's principal intersections together with approved projects and projects under construction in Daly City and adjacent jurisdictions.
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.
Task CE-13.3	Consider impacts to the existing and future bicycle and pedestrian network when completing environmental review for private development projects, and require mitigation measures where necessary and reasonable to ensure that these systems are not impacted.

Walk Bike Daly City

The City of Daly City replaced its 2013 Bicycle and Pedestrian Master Plan in 2020 with Walk Bike Daly City, a new master plan for pedestrian and bicycle facilities within the Daly City. Walk Bike Daly City aims to expand the City's network of pedestrian and bicycle facilities; close gaps in the existing system; enhance connections to key destinations; and, more generally, make walking and biking in Daly City safer, easier, and more popular.

4.17.1.2 *Existing Conditions*

Roadway Network

Regional access to the project site is provided by I-280 and Skyline Boulevard (State Route 35). Local access to the project site is provided via Hickey Boulevard, Gellert Boulevard, Junipero Serra Boulevard, Serramonte Boulevard, Callan Boulevard, Serravista Avenue, and Victoria Street. These roadways are described below:

I-280 is a north south, eight lane north-south freeway that connects Daly City with nearby cities such as San Francisco to the north and San José to the south. It also provides access to the greater regional freeway network with direct connections to I-380, US Highway 101, State Route 1, and Skyline Boulevard (SR-35). The southbound I-280/Hickey Boulevard exit provides access to the project site via direct connection to Hickey Boulevard. The southbound on-ramp to I-280 at Hickey Boulevard is located adjacent to the project site to the east.

Skyline Boulevard/SR-35 is a north-south highway located to the west of the project site. South of Hickey Boulevard, Skyline Boulevard/SR-35 is two lanes. North of Hickey Boulevard, Skyline Boulevard widens to six lanes and becomes a freeway. Both the north and south portions of Skyline Boulevard/SR-35 provide access to the project site via direct connection to Hickey Boulevard.

Hickey Boulevard is a generally east west, four lane collector that connects the project site to I-280, Junipero Serra Boulevard, and Skyline Boulevard. One existing driveway on the project site connects to Hickey Boulevard.

Gellert Boulevard is a north-south collector roadway that is two lanes south of Hickey Boulevard and widens up to six lanes between Hickey Boulevard and Serramonte Boulevard.

Junipero Serra Boulevard is a north south, four-to-six lane arterial located to the east of the project. Junipero Serra Boulevard runs roughly parallel to I-280.

Serramonte Boulevard is an east west, generally four lane collector located to the north of the project site.

Callan Boulevard is a north-south, two lane local roadway west of the project site.

Serravista Avenue is a north-south two lane local roadway that turns east-west at the project location. This roadway provides direct access to the project site.

Victoria Street is an east-west two-lane local roadway located south of the project site.

Pedestrian Facilities

Pedestrian access is provided via sidewalks along the Serravista Avenue frontage of the project site. The southern portion of Hickey Boulevard has approximately 265 feet of sidewalk along the

northern boundary of the project site, however the sidewalk ends at the vehicle entrance to the parking garage on the site. The existing pedestrian facilities are shown on Figure 4.17-1.

Bicycle Facilities

Class II bike lanes are located on Gellert Boulevard south of Hickey Boulevard/Serravista Avenue, on Junipero Serra Boulevard, Callan Boulevard, and Serramonte Boulevard from Serramonte Mall to Callan Boulevard.[90] There is a Class III shared lane bike route along Hickey Boulevard and a segment of Victoria Street west of Gellert Boulevard. [91] The existing bicycle facilities are shown on Figure 4.17-2.

Transit Services

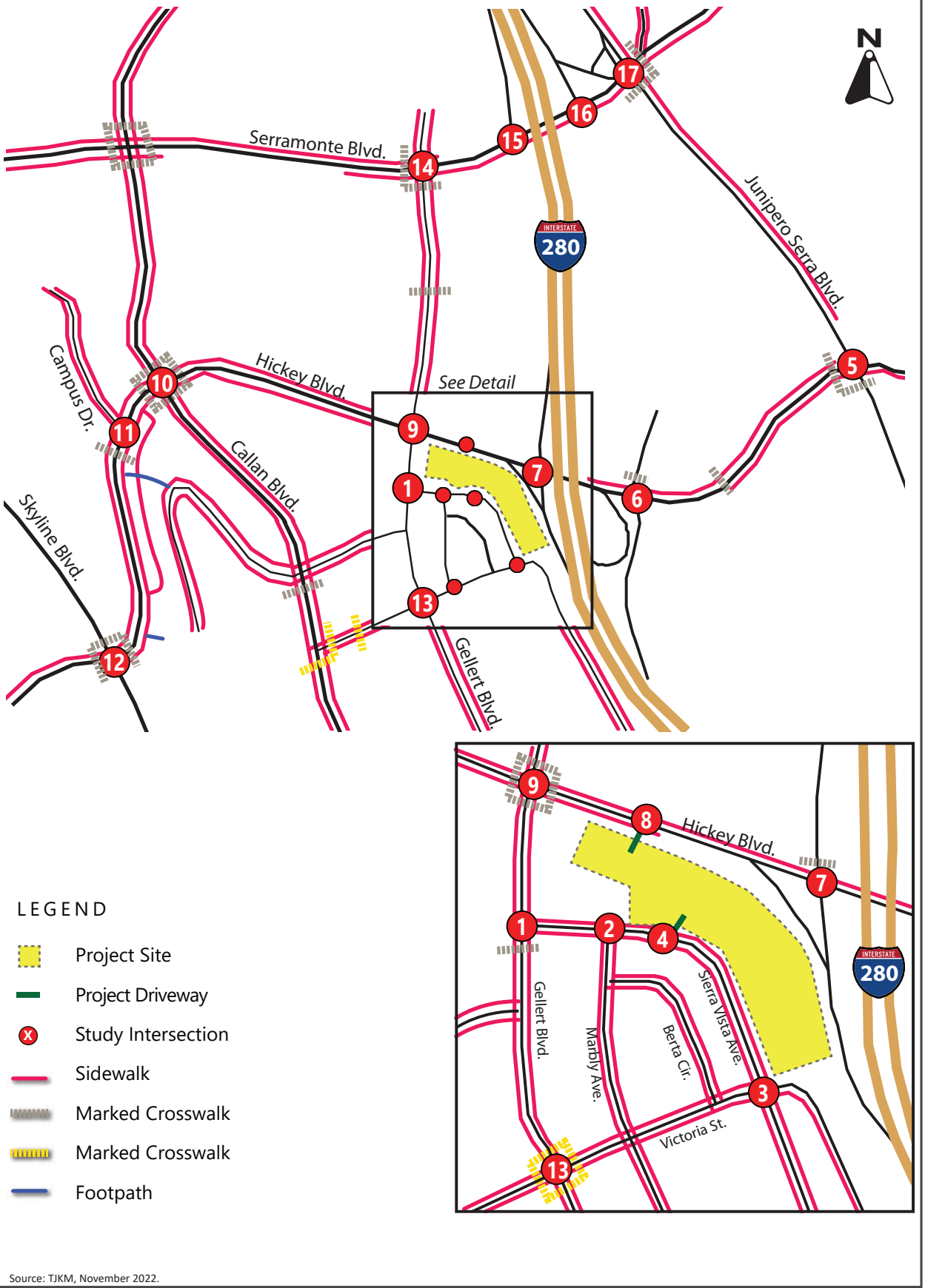
SamTrans

SamTrans provides the main bus service in San Mateo County. It operates local and school buses, as well as express routes to San Francisco. It is also a service provider for paratransit. All scheduled buses are equipped with front-loading racks that can hold up to two bicycles. Within a half-mile of the project, there are several bus stops that serve multiple bus routes. Routes 112 and 120 provide service to Colma Bay Area Rapid Transit (BART) station with Route 112 having a headway[92] of 60 minutes every day of the week and Route 120 having a headway ranging from 10 to 45 minutes depending on day of the week. Route 122 provides service to South San Francisco BART and San Francisco State and has a headway of 30 minutes every day of the week. Route 130 provides service to Daly City BART with a headway of 15 minutes at peak hours and 30 minutes for off-peak hours. There is an existing bus stop with signage for Route 130 providing service to Daly City BART located along the project frontage on Hickey Boulevard. Route 35 provides local service to El Camino High School during the week with a headway of 10 minutes.

Bay Area Rapid Transit

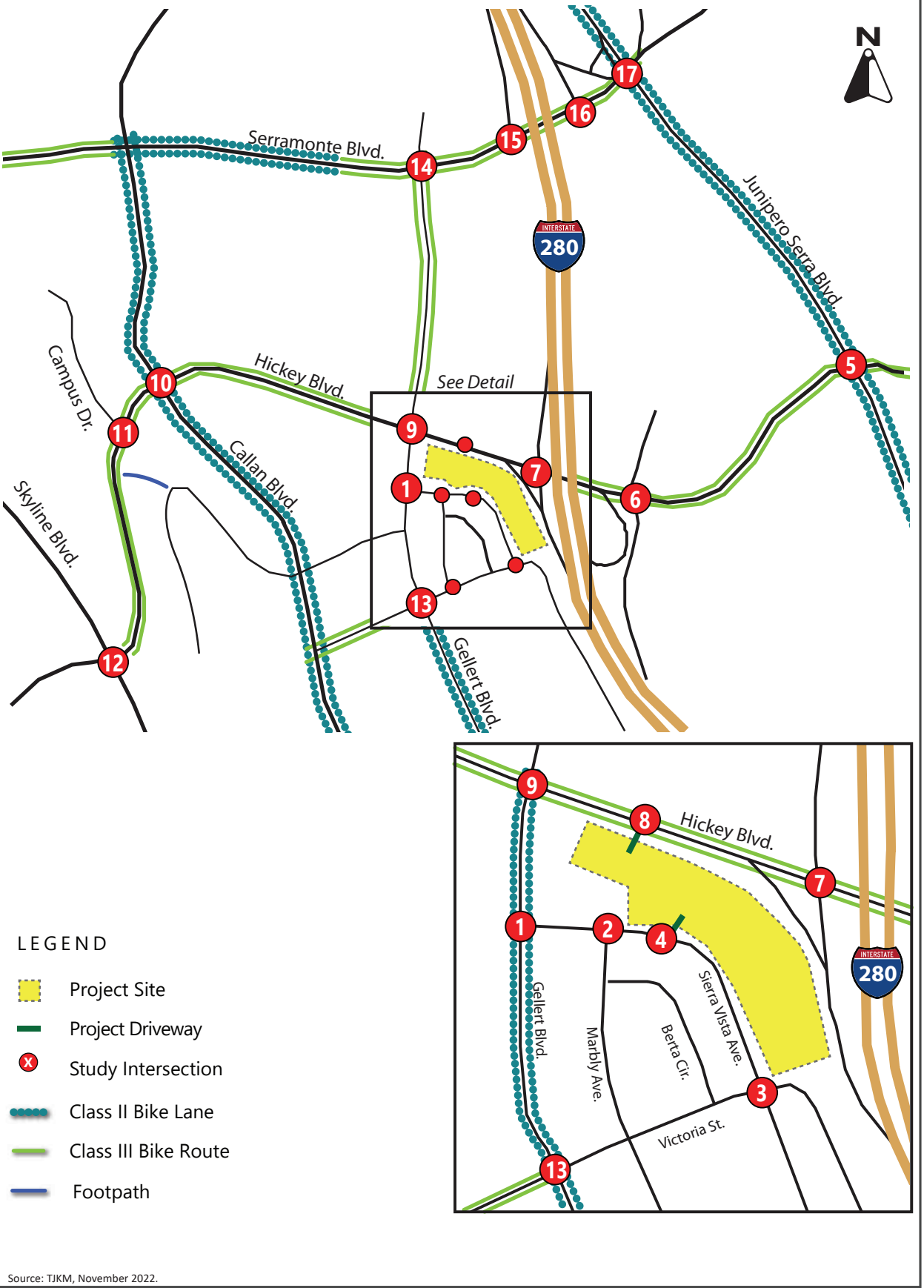
BART currently has five main operating lines: Antioch-SFO/Millbrae, Dublin/Pleasanton-Daly City, Berryessa/North San Jose-Richmond, Berryessa/North San Jose-Daly City, and Richmond-Millbrae There are also connectors to Oakland International Airport and SFO. The nearest BART station is the South San Francisco BART station, located approximately 1.5 miles east of the project site. BART operates between 5:00 a.m. and midnight on weekdays and between 6:00 a.m. and midnight on Saturdays and between 8:00 a.m. and midnight on Sundays. On weekdays, most lines operate at 15-minute intervals through most of the day and 30-minute intervals after 8:00 p.m. BART and SamTrans Routes 120 and 130 provide high-quality transit options because the headways are a maximum of 15 minutes during weekday peak hours. The existing transit facilities in the area are shown on Figure 4.17-3.

[90] Class II bike lanes are lanes on roadways designated for use by bicycles through striping, pavement legends, and signs.
[91] Class III bike lanes on roadways are for shared bicycle use designated by signs or other markings that may or may not include additional pavement width for cyclists.
[92] Headway is the amount of time between transit vehicle arrivals at a stop.



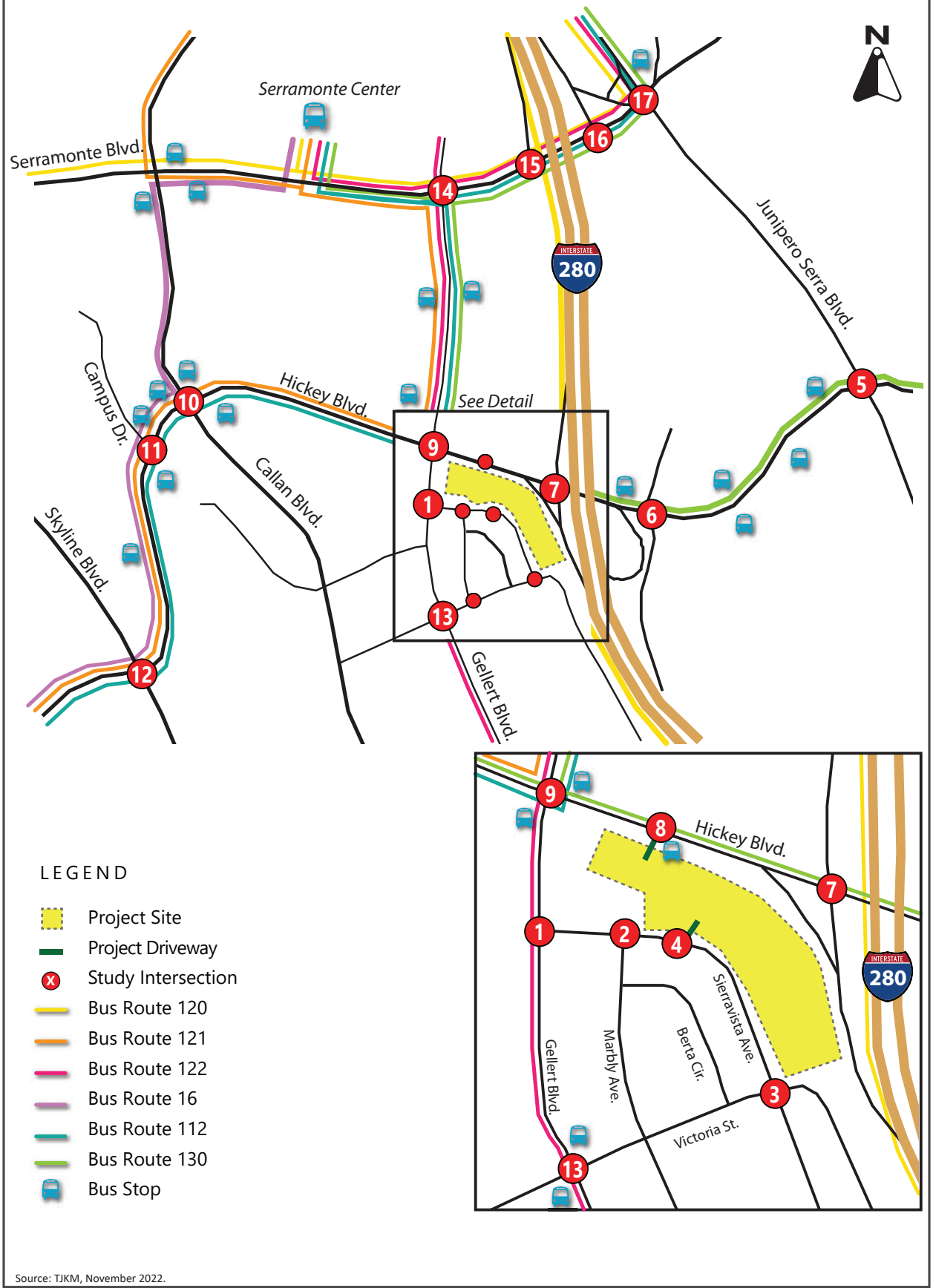
Source: TJKM, November 2022.

EXISTING PEDESTRIAN FACILITIES | FIGURE 4.17-1



Source: TJKM, November 2022.

EXISTING BICYCLE FACILITIES | FIGURE 4.17-2



Source: TJKM, November 2022.

EXISTING TRANSIT FACILITIES | FIGURE 4.17-3

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

4.17.2.1 *Methodology for Vehicle Miles Traveled*

At the time of this report, the City of Daly City has not adopted formal VMT guidelines. The City is undertaking a process of updating its significance thresholds to be consistent with SB 743, and the CEQA 2019 Update Guidelines Section 15064.3, subdivision (b). In September 2021, C/CAG published the SB 743 Implementation Decisions document with guidelines for VMT analysis. In the absence of a City policy or draft numeric thresholds, this analysis uses C/CAG's guidelines.

C/CAG's guidelines include screening criteria for projects that would be found to have less than significant VMT impacts. If a project complies with the screening criteria, then VMT impacts would be less than significant. The screening criteria are as follows:

- Projects located near frequent and high capacity transit include projects within half a mile of a high-quality transit corridor or major transit station should be presumed to have no impact on VMT;
- Projects located in low-VMT generating area where the VMT per capita under existing conditions (based on a model run) is below the impact threshold adopted by the lead agency and it is assumed the project would have the same low-VMT generation rate as exists in the area;
- Local-serving retail projects are smaller retail uses that attract nearby neighborhood visits and typically do not exceed 50,000 square feet of retail space;
- Specific transportation projects include projects that reduce the number of lanes on a roadway ("road diets"), bicycle and pedestrian infrastructure projects, traffic calming projects, minor signal timing adjustments, and other roadway projects that are not intended to add vehicle capacity or reduce vehicle delay;

- Projects with no net VMT increase would include like-for-like land use replacement projects, development of a site with a less-intensive land use than the existing land use, or any other project that is not expected to cause a change in travel behavior to or from the project site;
- Affordable housing projects including 100 percent affordable housing projects on infill sites; and
- Small projects that generate 110 trips per day or fewer.

The high-quality transit criteria is applicable to the project because the project site is located within a Transit Priority Area, which is an area located within one half mile from a transit stop in a "high-quality" transit corridor. A high-quality transit is defined as a transit station or stop featuring maximum 15-minute service frequency (headways) during weekday peak hours between 6:00 to 10:00 a.m. and 3:00 to 7:00 p.m.[93] As described in Section 4.17.1.2 Existing Conditions, the project site is within a half-mile of SamTrans bus stops that have routes with a maximum headway of 15-minutes (Route 120 and 130).

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

Roadways

The City of Daly City does not currently have an adopted VMT policy. Pursuant with SB 743, the City's LOS standards cannot be used in CEQA analysis for transportation impacts, although any physical improvements to the roadway system to maintain acceptable LOS must be evaluated as physical changes to the environment related to the project. A summary of the project's consistency with City LOS standards is discussed in Section 4.17.3 Non-CEQA Effects below. The project's VMT impact is discussed in checklist question b). C/CAG has a TDM Policy that includes specific requirements for all projects within San Mateo County.

Transportation Demand Management Policy

Based on the Traffic Impact Study, C/CAG's TDM Policy stipulates that any project generating more than 100 average daily trips is subject to the TDM policy and, therefore, must complete a TDM checklist and implement associated measures to mitigate traffic impacts. The Office Building would generate 1,934 net new daily trips and the Medical Office Building would generate 5,471 net new daily trips. The project site is located in a high-quality transit zone and is a large non-residential project; therefore, a trip reduction percentage of 25 percent is required pursuant to the TDM policy. The following condition of approval would require that the project, under both development options, implement TDM measures pursuant with C/CAG's TDM policy.

[93] City/County Association of Governments San Mateo County. *Transportation Demand Management Policy Implementation Guide*. April 2022. Page 3.

Condition of Approval:

- Prior to issuance of building permits, the project applicant shall provide an approved Travel Demand Management (TDM) plan and implement any required measures to meet City/County Association of Governments of San Mateo County's TDM Policy.

With implementation of the above condition of approval, the project under both development options would reduce project vehicle trips through the implementation of TDM measures pursuant to C/CAG's TDM policy. **(Less than Significant Impact)**

Bicycle and Pedestrian Facilities

The proposed project, under both the Office Building and Medical Office Building options, would not interfere with bicycle or pedestrian circulation in the area by removing sidewalks, crossing signals, bike lanes, or other bicycle and pedestrian facilities. The project would include new sidewalks along the project frontage connecting to the existing sidewalk on Gellert Boulevard. There is also adequate bicycle access in the general project area for bicyclists to travel to the project site. The project would not generate a large volume of pedestrian or bicycle trips and would not exceed the capacity of existing facilities. The project would also not conflict with the City's 2020 Pedestrian and Bicycle Master Plan future improvements, which includes future stairs (including bicycle trough, or channel) from Hickey Boulevard and Callan Boulevard to the playing fields in Gellert Park.[94] However, the following condition of approval would be required of the project, which would improve pedestrian safety at Gellert Boulevard and Serravista Avenue.

Condition of Approval:

- Install flashing pedestrian crossing system at the intersection of Gellert Boulevard at Serravista Avenue for the crosswalk on the south approach.
- Install pedestrian bulb-outs at the northeast, southeast and southwest corners of Gellert Boulevard at Serravista Avenue.

Therefore, the project would not conflict with any program plan, policy, or ordinance addressing bicycle and pedestrian facilities. **(Less than Significant Impact)**

Transit

The proposed project, under both the Office Building and Medical Office Building options, would not modify or remove access to any transit facilities in the area. Pedestrians and bicyclists would be able to access the transit stop at Gellert Boulevard and Hickey Boulevard via existing continuous sidewalks that would not be modified by the project. The additional transit trips generated from both the Office Building and Medical Office Building would not exceed the capacity of the existing

[94] City of Daly City. *Walk Bike Daly City, City of Daly City Pedestrian and Bicycle Master Plan 2020*. February 2020. Page 44.

bus services near the project site. The project would not conflict with any SamTrans policies related to the transit system. To support public transit access within the project area, the following condition of approval would be required of the project.

Condition of Approval:

- Improve the bus stop on Hickey Boulevard fronting the project site in coordination with SamTrans.

Therefore, the project would not conflict with any program plan, policy, or ordinance addressing transit facilities. **(Less than Significant Impact)**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The project complies with the screening criteria for projects located near frequent and high-capacity transit because Travel Analysis Zone #1918 in the C/CAG model (where the project site is located) is identified as a Transit Priority Area under C/CAG geographical definitions (refer to Appendix F for additional screening details). Therefore, the project, under both the Office Building and Medical Office Building options, meets the screening criteria in the SB 743 Implementation Decisions guidelines. The project is exempt from a VMT analysis and VMT-related impacts would be less than significant. **(Less than Significant Impact)**

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Geometric Design

Site Access

Site access was evaluated to determine the adequacy of the project driveways for future vehicular traffic. Access to the project, under both the Office Building and Medical Office Building options, would be via the existing driveway on Hickey Boulevard into the proposed parking garage and via the proposed driveway off Serravista Avenue. The Hickey Boulevard driveway would be accessible by both westbound and eastbound vehicular traffic with the latter direction having a median-protected left turn into the parking garage. Outbound vehicles exiting the Hickey Boulevard driveway would be restricted to right turns only. The Serravista Avenue driveway would be the only driveway for truck access as it connects to the loading area. There would be no site access issues for future vehicles at either driveway, and the Serravista Avenue driveway would provide appropriate turning radii for trucks. The project would also provide a 20-foot-wide utility easement driveway on the north side of the first parking level to allow the City to gain access to re-aligned underground sewer lines and storm drain. The driveway would be accessible for City maintenance vehicles via the garage entry off Hickey Boulevard and through a sloped driveway to Serravista Avenue.

On-site Circulation

Under both options, there would be two pick-up/drop off areas within the project site with one located at the entry plaza to the building on Serravista Avenue and another inside the first level of the parking garage accessible via Hickey Boulevard at the lower lobby. The Serravista Avenue loading zone would accommodate five vehicles, while the Hickey Boulevard parking garage loading zone would accommodate five vehicles with one curbside and four designated loading zone parking spaces.

Based on the above, both the Office Building and Medical Office Building project scenarios would not substantially increase hazards due to a geometric design feature.

Incompatible Uses

Both the Office Building and Medical Office Building development options would be similar to the existing general office and would be compatible with the commercial uses adjacent to the western boundary of the site as shown in Figure 2.4-3. Therefore, the proposed project (under both development options) would be compatible with the surrounding area and would not result in increased hazards.

Based on the analysis above, the project would not substantially increase hazards due to a geometric design feature or incompatible uses. **(Less than Significant Impact)**

d) Would the project result in inadequate emergency access?

Under both development options, emergency vehicles would be able to access the project site via the 26-foot-wide driveway off Serravista Avenue. There would be no restrictions on emergency vehicle access to the surrounding developments. Based on the site plan for emergency access, the driveway off Serravista Avenue would provide adequate clearance and width for a North County Fire Authority Truck to turn into and exit the driveway. Additionally, the final site design would be reviewed for consistency with applicable fire department standards. Therefore, the proposed project would not result in inadequate emergency access. The proposed project would not interfere with the emergency response to the project area. For these reasons, adequate emergency access would be provided by the project. **(Less than Significant Impact)**

4.17.3 Non-CEQA Effects

Level of Service

While the evaluation of project CEQA impacts on the transportation system is based on VMT, in accordance with City of Daly City Transportation Policy (Policy CE-1), the following discussion is included for informational purposes because Policy CE-1 requires preparation of a Traffic Study to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as

pedestrian and bicycle access, and transportation improvements. The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the a.m. and p.m. peak hours. Trips generated by the existing development are then subtracted from project-generated trips to determine the project's true effect on intersection LOS. Extensive detail about the Non-CEQA LOS analysis, including methodology, trip distribution, trip assignment, and City standards is included in Appendix F.

The number of vehicle trips that would be generated by the Office Building and Medical Office Building development options were estimated using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Manual, 10th Edition." Project trip generation estimates are presented in Table 4.17-1 below.

Table 4.17-1: Summary of Office Building Trip Generation Rates

Land Use	Daily Trips	a.m. Peak Hour In	a.m. Peak Hour Out	a.m. Peak Hour Total	p.m. Peak Hour In	p.m. Peak Hour Out	p.m. Peak Hour Total
Office Building (General Office Building)	2,727	280	45	325	52	270	322
Existing General Office Building	793	81	13	94	15	79	94
Total Net New Trips	**1,934**	**199**	**32**	**231**	**36**	**192**	**228**
Medical Office Building (Medical-Dental Office Building)	6,264	390	110	500	174	449	623
Existing General Office Building	793	81	13	94	15	79	94
Total Net New Trips	**5,471**	**309**	**97**	**406**	**159**	**370**	**529**

Source: TJKM. *455 Hickey Boulevard Traffic Impact Study.* January 2023.

Pursuant to the City of Daly City General Plan's Circulation Element, a project is considered to violate the City's LOS policy when the addition of project traffic degrades an existing intersection's operation from acceptable LOS (D or better) to unacceptable LOS (E or F), or adds substantial traffic to intersections already operating at LOS E or F. In the event a project causes an LOS deficiency, the City has discretion whether to require a project to address the deficiency by implementing roadway or other transportation improvements to restore or improve the level of service, and the relevant question under CEQA now that LOS degradation is not considered an environmental impact is whether those improvements would result in adverse physical changes to the environment, not whether LOS has degraded below the condition considered acceptable.

In accordance with standard City practice and methodology, the project's effect on LOS was analyzed at 17 intersections during the weekday morning (7:00 a.m. to 9:00 a.m.) and evening (4:00 p.m. to 6:00 p.m.) peak periods. The study intersections were reviewed for the following traffic scenarios: Existing Conditions, Existing Conditions plus Project, Cumulative Conditions, and Cumulative Conditions plus Project

Under existing conditions, two intersections would violate the City's LOS. All other intersections would operate at acceptable levels (see Appendix F for additional intersection calculations).

Existing and Existing Plus Project Conditions

The existing and existing plus project LOS levels for the Office Building Option and Medical Office Building Option are shown in Table 4.17-2 and Table 4.17-3, respectively.

Table 4.17-2: Existing and Existing Plus Project Intersection LOS at Adversely Affected Intersections – Office Building Option

Intersection	Peak Hour[1]	Existing		Existing Plus Project (Office Building)	
		Delay[2]	LOS	Delay[2]	LOS
Hickey Boulevard and Skyline Boulevard/SR-35	a.m.	**72.8**	**E**	**79.9**	**E**
	p.m.	46.0	D	47.1	D
Serramonte Boulevard at Junipero Serra Boulevard/I-280 NB Ramp	a.m.	**133.7**	**F**	**133.7**	**F**
	p.m.	**184.7**	**F**	**186.7**	**F**

Notes:

[1] a.m. = Weekday morning peak hour (7:00-9:00 a.m.); p.m. = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

Bolded text indicates unacceptable operations pursuant to City standards.

Source: TJKM. *455 Hickey Boulevard Traffic Impact Study.* January 2023.

Table 4.17-3: Existing and Existing Plus Project Intersection LOS at Adversely Affected Intersections – Medical Office Building Option

Intersection	Peak Hour[1]	Existing		Existing Plus Project (Medical Office Building)	
		Delay[2]	LOS	Delay[2]	LOS
Hickey Boulevard and Skyline Boulevard/SR-35	a.m.	**72.8**	**E**	**82.7**	**F**
	p.m.	46.0	D	48.7	D
Serramonte Boulevard at Junipero Serra Boulevard/I-280 NB Ramp	a.m.	**133.7**	**F**	**133.9**	**F**
	p.m.	**184.7**	**F**	**189.1**	**F**
Hickey Boulevard at Gellert Boulevard	a.m.	49.7	D	**56.4**	**E**
	p.m.	32.8	C	**35.7**	**D**

Notes:

[1] a.m. = Weekday morning peak hour (7:00-9:00 a.m.); p.m. = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

Bolded text indicates unacceptable operations pursuant to City standards.

Source: TJKM. *455 Hickey Boulevard Traffic Impact Study.* January 2023.

As shown above, the addition of trips from the project (under either option) would have an adverse effect on intersection operations under existing plus project conditions at the following two intersections:

- Hickey Boulevard and Skyline Boulevard/SR-35 (City of Daly City)
- Serramonte Boulevard at Junipero Serra Boulevard/I-280 NB Ramp (City of Colma)

Under the Medical Office Building Option, existing plus project trips would also result in adverse effect on the following intersection in addition to the two intersections listed above:

- Hickey Boulevard and Gellert Boulevard (City of Daly City)

Cumulative and Cumulative Plus Project Conditions

Cumulative and cumulative plus project conditions for the Office Building Option and Medical Office Building Option are showing in Table 4.17-4 and Table 4.17-5, respectively.

Table 4.17-4: Cumulative and Cumulative Plus Project Intersection LOS at Adversely Affected Intersections – Office Development Office

Intersection	Peak Hour[1]	Cumulative		Cumulative Plus Project (Office Building)	
		Delay[2]	LOS	Delay[2]	LOS
Hickey Boulevard and Skyline Boulevard/SR-35	a.m.	**99.2**	**E**	**104.2**	**F**
	p.m.	51.8	D	53.0	D
Serramonte Boulevard at Junipero Serra Boulevard/I-280 NB Ramp	a.m.	**183.9**	**F**	**183.8**	**F**
	p.m.	**269.1**	**F**	**270.9**	**F**
Hickey Blvd. & I-280 NB Ramps	a.m.	41.6	D	43.4	D
	p.m.	**56.2**	**E**	**57.5**	**E**

Notes:

[1] a.m. = Weekday morning peak hour (7:00-9:00 a.m.); p.m. = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

Bolded text indicates unacceptable operations pursuant to City standards.

Source: TJKM. *455 Hickey Boulevard Traffic Impact Study.* January 2023.

Table 4.17-5: Cumulative and Cumulative Plus Project Intersection LOS at Adversely Affected Intersections – Medical Office Development Office

Intersection	Peak Hour[1]	Cumulative		Cumulative Plus Project (Medical Office Building)	
		Delay[2]	LOS	Delay[2]	LOS
Hickey Boulevard and Skyline Boulevard/SR-35	a.m.	**99.2**	**E**	**108.4**	**F**
	p.m.	51.8	D	54.9	D
Serramonte Boulevard at Junipero Serra Boulevard/I-280 NB Ramp	a.m.	**183.9**	**F**	**184.0**	**F**
	p.m.	**269.1**	**F**	**272.8**	**F**
Hickey Boulevard and I-280 NB Ramps	a.m.	41.6	D	44.8	D
	p.m.	**56.2**	**E**	**60.4**	**E**

Notes:

[1] a.m. = Weekday morning peak hour (7:00-9:00 a.m.); p.m. = Weekday afternoon peak hour (4:00-6:00 p.m.)

[2] Whole intersection weighted average control delay expressed in seconds per vehicle for signalized and all-way stop controlled intersections. Total control delay for the worst movement is presented for side-street stop controlled intersections.

Bolded text indicates unacceptable operations pursuant to City standards.

Source: TJKM. *455 Hickey Boulevard Traffic Impact Study.* January 2023.

As shown above, the addition of trips from the project (under either development option) would have an adverse effect on intersection operations under cumulative plus project conditions at the following three intersections:

- Hickey Boulevard and Skyline Boulevard/SR-35 (City of Daly City)
- Serramonte Boulevard at Junipero Serra Boulevard/I-280 NP Ramp (City of Colma)
- Hickey Boulevard and I-280 NB Ramp (City of Daly City)

The following condition of approval would be required of the project to improve intersection delays.

Condition of Approval:

- The applicant and City shall consult with Caltrans to determine if improvements are needed at the following intersections since they are already operating below LOS D:
    - Serramonte Boulevard at Junipero Serra Boulevard/I-280 Northbound
    - Hickey Boulevard and Skyline Boulevard/SR-35
    - Hickey Boulevard & I-280 northbound on-ramps
- If improvements are needed, the project should contribute a fair share percentage.

Local Operational Analysis

Gellert Boulevard at Hickey Boulevard

The operational analysis revealed that in the a.m. peak hour, the queue from northbound vehicles on Gellert Boulevard approaching Hickey Boulevard is 697 feet long and blocks the downstream one-way stop-controlled intersection of Serravista Avenue, which is only 300 feet away. This can impede vehicles at the downstream intersection of Serravista Avenue, as well as create safety issues. As discussed above, the project would be required as a condition of approval to convert one of the northbound through lanes to a shared through-right lane given the heavy northbound right turn volumes. This would reduce the delay to 35.7 seconds, thus improving it to better than existing conditions.

Gellert Boulevard at Serravista Avenue

The intersection of Serravista Avenue and Gellert Boulevard was evaluated for traffic signal warrants. With the addition of project traffic, traffic volumes are projected to meet the peak hour traffic signal warrant. Although this intersection meets warrants for a traffic signal, one is not recommended since it would create a back-up onto the adjacent intersection at Hickey Boulevard.

The following condition of approval would be required of the project to improve intersection delays.

Condition of Approval:

- Remove the Stop bar and legend for the southbound left-turn lane at Gellert Boulevard at Serravista Avenue.

Parking

Based on City parking requirements, the Office Building would be required to provide parking at a rate of three parking spaces per 1,000 square feet and the Medical Office Building would be required to provide parking at a rate of five parking spaces per 1,000 square feet. This would equate to 840 parking spaces for the Office Building and 900 parking spaces for the Medical Office Building. The project under either development option would provide a total of 900 parking spaces, which meets the City's requirements.

4.18 Tribal Cultural Resources

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

4.18.1.2 *Existing Conditions*

A records search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the site, and the NAHC responded on December 20, 2022 that the results were negative. There are no known tribal cultural resources on-site as described in Section 4.5 Cultural Resources. The City routinely notifies all tribes who are traditionally and culturally affiliated with the geographic area of the City based on the latest list from the NAHC when project documents are available for public review. The City sent out AB 52 notification letters and no responses were received.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

AB 52 consultation letters were mailed to tribes identified by the NAHC and no responses were received. As discussed in Section 4.5 Cultural Resources of this Initial Study, the project site is considered to have low sensitivity for buried Native American archaeological deposits. Furthermore, the project site was substantially graded in order to develop the existing office building and parking garage and native soils have been heavily disturbed and modified. While unlikely the project has the potential to encounter undiscovered tribal cultural resources, which could be eligible for listing in the CRHR, during project construction activities. Implementation of MM CUL-1.1, MM CUL-1.2, and MM CUL-2.1 included in Section 4.5 Cultural Resources would ensure any discovered resources are properly evaluated and necessary steps are taken to ensure they are not significantly impacted. **(Less than Significant Impact with Mitigation Incorporated)**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

As discussed above in checklist question a), the project site does not contain any tribal cultural resources. Refer to the discussion under checklist question a). **(Less than Significant Impact with Mitigation Incorporated)**

4.19 Utilities and Service Systems

The following discussion is based, in part, on a Storm Drainage Memo prepared by BKF Engineers on May 16, 2024, a Water Supply Assessment (WSA) prepared by Brown and Caldwell on October 9, 2023, a Wastewater Collection System Evaluation prepared by Brown and Caldwell on October 4, 2023, and a Hydraulic Analysis prepared by Brown and Caldwell on September 11, 2023. Copies of these reports are attached as Appendix G, Appendix H, Appendix I, and Appendix J, respectively.

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of Daly City adopted its most recent UWMP in June 2021.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program. Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 610

SB 610 amended state law, effective January 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 requires preparation of a WSA containing detailed information regarding water availability to be provided to

the decision-makers prior to approval of specified large development projects that also require a General Plan Amendment. The WSA must be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects. Under SB 610, WSAs must be furnished to local governments for inclusion in any environmental documentation for certain projects subject to CEQA. Pursuant to the California Water Code (Section 10912[a]), projects that require a WSA include proposed commercial office buildings employing more than 1,000 persons or having more than 250,000 square feet of floor space.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

The California Green Building Standards (CALGreen) Code establishes mandatory green building standards for all buildings in California. The code is updated every three years and was most recently updated in 2022. The CALGreen code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and indoor environmental quality. These standards include mandatory measures, as well as more rigorous voluntary guidelines, to reduce water and wastewater use, provide recycling facilities, and ensure that construction projects recycle or salvage 65 percent of non-hazardous construction and demolition waste.

Local

Daly City 2030 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from development projects within the City. The following policies are specific to utilities and service systems and are applicable to the proposed project.

Policy/Task	Description
Policy RME-1	Reduce average per capita demand by implementing cost effective water conservation programs that address all applicable methods of water conservation.
Task RME-1.1	Enforce the provisions of the Indoor Water Use Efficiency Ordinance through an extensive public outreach campaign to residents and contractors, to be completed by 2014.
Policy RME-2	Require drought resistant landscaping and water conserving irrigation methods in new development, and encourage the replacement of existing water-intensive landscaping.

Task RME-2.1	Enforce the provisions of the Water Conservation in Landscaping Ordinance and conduct a public education effort to ensure that residents, businesses, and contractors are aware of the Ordinance provisions.
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 which will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the project to demonstrate water availability to adequately serve the proposed project.
Policy RME-8	Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
Task RME-8.2	Evaluate acceptable development standards for stormwater treatment mechanisms and publish such standards for distribution to developers. Such standards shall be based on a thorough evaluation of modern stormwater control mechanisms and shall, to the extent feasible, consider soil conditions in various parts of Daly City.
Task RME-8.4	Assess projected stormwater impacts from new development in conformance with the San Mateo County Water Pollution Prevention Program, CEQA Guidelines and relative to state and federal standards.
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.

Daly City Urban Water Management Plan (2020)

The UWMP is a long-range plan that assesses the City's water supply over a 25-year planning horizon (2045) to ensure adequate water supplies to meet existing and future demands for water. The UWMP presents forecasted supplies and demands, describes conservation programs, and includes a water shortage contingency analysis.

Daly City Municipal Code

Chapter 15.64, Recycling and Diversion of Construction and Demolition Debris, requires that all projects meet the minimum diversion percentage required under the latest locally adopted CALGreen standard for waste tonnage from construction, demolition, and alteration projects. Waste shall be diverted from disposal. This may be accomplished by delivering mixed debris to a recycling facility approved by the city, separating recyclables at the job site and delivering them to reuse and recycling facilities approved by the city, and/or reusing concrete or other waste materials at the jobsite.

Chapter 17.41, Water Conservation in Landscaping, establishes regulations to implement water conservation practices on existing and new landscapes. For projects containing more than 1,000

square feet of irrigated landscape, a landscape permit is required which requires irrigation design review. Further, this Chapter mandates that any owner of landscape of over one acre in size shall comply with local agency programs that may be instituted relating to irrigation audits, surveys and water use analysis, and shall maintain landscape irrigation facilities to prevent water waste and runoff.

4.19.1.2 *Existing Conditions*

Water Service and Supply

Water service to the project site is provided by the Daly City Department of Water and Wastewater Resources (DWWR). The City relies on local groundwater pumping from five municipal wells, which extracts groundwater from the Westside Groundwater Basin, and water supply purchases from the San Francisco Public Utilities Commission (SFPUC).[95] The City also uses tertiary recycled water from the North San Mateo County Sanitation District wastewater treatment plant, to offset potable/ aquifer water demands. Currently recycled water is used to water five golf courses, two city parks, and road median strips. On average, Daly City uses approximately 238 MGY of its unrestricted tertiary recycled water. The recycled water program pumps recycled water for irrigation of five golf courses (two Olympic Club courses, San Francisco, Lake Merced, and Harding Park), two city parks (Westlake and Marchbank), and median strips along John Daly Boulevard, Junipero Serra Boulevard, and the Westlake off-ramp.[96]

The project site is currently served by a six-inch water main line in Serravista Boulevard. The current general office building uses approximately 2,466 gallons per day (gpd) of water or approximately 900,000 gallons per year.[97] This water usage amount is the average of historical water demand data from the existing site between the years of 2018 to 2022.

Sanitary Sewer/Wastewater Treatment

Sanitary sewer lines in the project area are inspected and maintained by the City of Daly City Department of Water and Wastewater Resources. Wastewater collection and treatment for 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 Treatment Plant (WWTP), which is located at the corner of John Daly Boulevard and Lake Merced Boulevard.

The City of Daly City's WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (gpd). However, the NSMCSD discharges and operates the WWTP at or below the permitted average dry weather flow rate of eight million gpd (averaged over three consecutive dry months) and does not anticipate a need to increase the permitted flow rate in the next five years. The project site currently connects to the existing six-inch public sewer main that runs through the

[95] Brown and Caldwell. *Daly City 2020 Urban Water Management Plan*. June 2021. Page 6-8.
[96] Brown and Caldwell. *Water Supply Assessment 455 Hickey Boulevard Redevelopment Project*. October 9, 2023. Page 4-9.
[97] Ibid. Page 3-2.

project site from Serra Lane to Hickey Boulevard. This six-inch sewer main conveys flow from the upstream residential developments to Hickey Boulevard.[98] The project site currently generates approximately 20,163 gpd of wastewater, which was estimated using the City's 2009 Master Sewer Study gallons per day rate for a medical office building.[99]

Storm Drainage

As discussed in Section 4.10 Hydrology and Water Quality, the project site is located within the Colma Creek Watershed which extends from San Bruno Mountain to its outlet at the San Francisco Bay just north of the San Francisco International Airport and south of Point San Bruno. The project site is currently occupied with an office building and parking garage. Based on the Storm Drainage Memo prepared for this project, the project site stormwater is currently collected in a series of on-site inlets that convey runoff to an existing 12-inch private storm drain line on the property. The 12-inch private storm drain line collects stormwater runoff from upstream residential properties and connects to the 54-inch City storm drain main in Hickey Boulevard. There is also an existing 21-inch public storm drain line located in Serravista Avenue that connects to the existing 54-inch main in Hickey Boulevard. Currently, the project site does not direct stormwater flow to the 21-inch line in Serravista Avenue.

Solid Waste

Solid waste is collected from Daly City homes and businesses and is processed by Republic Services of Daly City and transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. In 2001, Browning-Ferris Industries, owner of the Ox Mountain Landfill, obtained a revised solid waste facility permit for Ox Mountain to increase the permitted disposal acreage from 173 acres to 191 acres. According to CalRecycle, the landfill has a remaining capacity of 22,180,000 cubic yards and an estimated closure date of 2034.[100]

Natural Gas and Electricity Facilities

Existing underground natural gas and electricity lines run through Serravista Avenue and Hickey Boulevard. Based on utility plans for the project, the underground electricity line within Serravista Avenue is approximately 16 feet northwest of the property line. The natural gas line in Serravista Avenue is directly adjacent to the project's property line. The Within Hickey Boulevard, the underground electric line is approximately 53 feet northwest of the property line and natural gas line is approximately 40 feet northwest of the property line.

[98] Brown and Caldwell. *Wastewater Collection System Evaluation: 455 Hickey Boulevard*. July 7, 2023. Attachment A: BKF Technical Memorandum. Page 1.
[99] Ibid. Page 2.
[100] CalRecycle. SWIS Facility Detail. Cordina Los Trancos (Ox Mtn) (41-AA-0002). Accessed on April 4, 2023. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223.

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Water

The proposed project would connect to an existing six-inch water main between Marbly Avenue and Victoria Street that would be relocated under the sidewalk fronting Serravista Avenue. The water main would be upsized to eight inches to comply with the Daly City pipe size requirements.[101] Water service to the entire project site would be provided via the relocated water line. The relocation of the new water line would be subject to construction-related mitigation measures and

[101] Brown and Caldwell. *Hydraulic Analysis for the 455 Hickey Boulevard Redevelopment Project.* September 11, 2023. Page 3.

standard conditions within this Initial Study and thus, would not have a significant impact on the environment.[102] **(Less than Significant Impact)**

Wastewater/Sanitary Sewer

The existing sewer system on Hickey Boulevard is over capacity; therefore, the project would be required to connect with the sewer line in Serravista Avenue. The project would connect to the existing City sewer system in Serravista Avenue at the intersection with Marbly Avenue. The project would extend the sewer line from the existing manhole at the Serravista Avenue and Marbly Avenue intersection, approximately 65 feet, to the new proposed sewer lateral for the project site. The project would relocate the existing six-inch public sewer main that runs along the northern boundary of the site to the proposed 20-foot-wide utility easement driveway (refer to Section 3.2.3 Site Access and Parking). The relocated sewer main would also be upsized to a 12-inch diameter pipe. Additionally, the project may be required to pay a fair share cost for the its flow contribution to the deficient I-280 sewer crossing based on the Department of Water and Wastewater Resources determination. The construction of a new sewer line and relocation and upsizing of the six-inch public sewer main would be subject to construction-related mitigation measures (such as MM BIO1.1, MM BIO-1.2, MM BIO-1.3, MM BIO-1.4, MM CUL-1.1, MM CUL-1.2, MM CUL-2.1, MM GEO-1.1, and MM NOI-1.1) within this Initial Study and thus, would not have a significant impact on the environment.[103] **(Less than Significant Impact)**

Stormwater Drainage

The project would relocate a 12-inch private storm drain line into the new 20-foot-wide access roadway along the northeastern boundary of the project site.[104] A majority of the site stormwater runoff would be collected and conveyed to the relocated 12-inch private storm drain line on the property to maintain upstream flow discharge. Some of the stormwater runoff would be directed to an existing catch basin along Hickey Boulevard. The 12-inch storm drain line would ultimately connect to the existing 54-inch City storm drain main located in Hickey Boulevard. The relocation of the storm drain line would be subject to construction-related mitigation measures within this Initial Study and thus, would not have a significant impact on the environment.[105] **(Less than Significant Impact)**

Electricity, Telecommunication, and Natural Gas Facilities

The project would tie into the existing electricity and telecommunication throughout the project site. The project would not connect to the existing natural gas lines because no natural gas infrastructure would be constructed, and the building would be 100 percent electric.

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[102] Refer to Sections 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.7 Geology and Soils, 4.10 Hydrology and Water Quality, and 4.13 Noise.
[103] Ibid.
[104] BKF Engineers. *455 Hickey Boulevard Redevelopment Project Stormwater Retention Technical Memorandum*. May 16, 2024. Page 2.
[105] Refer to Sections 4.3 Air Quality, 4.4 Biological Resources, 4.5 Cultural Resources, 4.7 Geology and Soils, 4.10 Hydrology and Water Quality, and 4.13 Noise.

All project construction associated with relocating existing facilities and extending connections to existing facilities would be subject to the construction-related mitigation measures within this Initial Study and thus, would not have a significant impact on the environment.[106] **(Less than Significant Impact)**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Based on the WSA prepared for the project, there would be an increase in water demand at the project site due to the increase in building size compared to the existing office building.[107] The maximum water demand from the project would be 11.98 million gallons per year or 32,822 gallons per day.[108] This is an approximately 13-fold increase compared to the 900,000 gallons per year water demand assumed for the existing office building.

To understand the total projected water demand on water supplies in Daly City, the WSA projected water demand from the project concurrently with the water demand included in the 2020 UWMP and two other redevelopment projects (Jefferson Union High School District Master Plan and the 1500 Southgate Avenue project). Under non-drought and drought (single and multiple dry years) conditions, the Daly City water system would have sufficient water supplies to support the project. If the Bay-Delta Plan Amendment[109,110] or Proposed Voluntary Agreement[111] were implemented, then water demand in Daly City would exceed supply in single-dry, and multiple-dry year scenarios starting through 2045. The City identifies demand reduction actions in the UWMP that could be used to reduce water demand, ranging from voluntary reductions to prohibiting landscape irrigation. The use of demand reduction measures, which could be required City-wide in single-dry and multiple-dry year scenarios, ensures the City would have adequate water supply under all scenarios. The City, therefore, would have sufficient water supplies to serve the project during normal, dry, and multiple dry years. **(Less than Significant Impact)**

[106] Ibid.
[107] The WSA for the project calculated water demand based on the Office Building development option because this scenario has a larger building square footage (280,000 square feet) compared to the Medical Office Building development option (180,000 square feet) and would thus generate greater water demand.
[108] 11.98 million gallons per year divided by 365 days = 32,822 gallons per day. Note the water demand estimated for the project was based on water demand rates provided by the project applicant and are not based on historical water demand data.
[109] The Bay-Delta Plan Amendment requires the release of 30 to 50 percent of the "unimpaired flow" on the San Francisco Bay/Sacramento-San Joaquin Delta Estuary from February through June in every year type. Implementation of the Bay-Delta Plan Amendment will require rationing in all single and multiple dry years. Source: Brown and Caldwell. *Water Supply Assessment 455 Hickey Boulevard Redevelopment Project*. October 9, 2023. Page 4-4.
[110] The implementation of the Bay Delta Plan is currently in litigation which creates uncertainty in the available supply for Daly City.
[111] An alternative to the Bay-Delta Plan Amendment that is under evaluation.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The WWTP has an average dry weather flow design capacity of 10.3 million gallons per day (mgd). The General Plan EIR determined that full buildout of the General Plan would generate approximately 6.66 mgd which is below the permitted flow rate of eight mgd, leaving 1.34 mgd of unused capacity at buildout. The Office Building would generate 28,000 gpd of wastewater, which would equate to approximately two percent of the unused WWTP capacity. The Medical Office Building would generate 45,000 gpd of wastewater, which would equate to approximately three percent of the unused WWTP capacity.[112] The project, therefore, would result in a less than significant increase in wastewater flow. In addition, the WWTP monitors its wastewater to ensure that it meets all requirements and the RWQCB routinely inspects treatment facilities to ensure permit requirements are met. For these reasons, there would be adequate capacity at the WWTP to serve the project. **(Less than Significant Impact)**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Waste generation and disposal data for Daly City is maintained by CalRecycle. According to CalRecycle, the most recent total amount of solid waste landfilled from Daly City was 45,636 tons in 2021.[113] Based on CalEEMod modeling results, the existing office use on-site generates approximately 75 tons per year. The Office Building would generate approximately 260 tons of solid waste per year and the Medical Office Building would generate 1,944 tons of solid waste per year (refer to Appendix A of this Initial Study for the modeling outputs). The Office Building would have a net waste increase of 185 tons per year and the Medical Office Building would have a net increase of 1,869 tons per year. The Ox Mountain Landfill has a remaining capacity of approximately 22,180,000 cubic yards of solid waste or 16,635,000 tons of solid waste.[114, 115]

The project would increase solid waste generation in the City by approximately four percent.[116] The amount of solid waste landfilled by Daly City (which includes the net maximum project solid waste

[112] The wastewater estimates for the project were also calculated using the City's 2009 Master Sewer Study gallons per day rate for a medical office building. Source: Brown and Caldwell. *Wastewater Collection System Evaluation: 455 Hickey Boulevard*. July 7, 2023. Attachment A: BKF Technical Memorandum. Page 2.
[113] CalRecycle. "Disposal Rate Calculator. Accessed April 4, 2023. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator.
[114] CalRecycle. "Solid Waste Information Sheet: Corinda Los Trancos Landfill (Ox Mtn) (41-AA-0002)." Accessed April 4, 2023. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1561?siteID=3223
[115] CalRecycle. "Facility Information Toolbox (FacIT) Archived." January 2013. Accessed April 6, 2023. https://www2.calrecycle.ca.gov/Docs/107834.
[116] [1,869 net tons per year (Medical Office Building Development Option) / 45,636 tons of solid waste (of solid waste landfilled from Daly City)] * 100 = 4%

amount) would be less than one percent of the Ox Mountain Landfill's remaining capacity.[117] Therefore, the project would not generate solid waste in excess of local standards or capacity and would not impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

The project would comply with solid waste management and reductions statutes and regulations including CALGreen requirements and Chapter 15.64 of the Daly City Municipal Code for recycling and salvaging of construction and demolition waste. **(Less than Significant Impact)**

[117] [1,869 net tons per year (Medical Office Building Development Option) + 45,636 tons per year (of solid waste landfilled from Daly City)] / 16,635,000 tons of solid waste (Ox Mountain Landfill)] * 100 = 0.2%

4.20 Wildfire

4.20.1 Environmental Setting

4.20.1.1 *Existing Conditions*

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZ), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. The project site is not located in a FHSZ.[118]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

[118] California Board of Forestry and Fire Protection. *SRA FHSZ Rollout Application*. November 21, 2022. Accessed February 16, 2023. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=fd937aba2b044c3484a642ae03c35677.

4.21 Mandatory Findings of Significance

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to substantially 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, substantially 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 cumulatively considerable? ("Cumulatively 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?	☐	☒	☐	☐

a) Does the project have the potential to substantially 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, substantially 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?

As discussed in the individual resource sections of this Initial Study, the proposed project would not degrade the quality of the environment with the implementation of mitigation measures. As discussed in Section 4.4 Biological Resources with implementation of the identified mitigation measures (MM BIO-1.1, MM BIO-1.2, MM BIO 1.3, and MM BIO-1.4 to reduce impacts to nesting birds), the project would not significantly impact sensitive habitats or species. As discussed in Section 4.5 Cultural Resources, the project would implement MM CUL-1.1 and CUL-1.2, and CUL-2.1 to reduce potential impacts buried cultural resources to a less than significant level.

To reduce significant seismic and seismic-related impacts, the project would be constructed in conformance with the recommendations of a site-specific geotechnical investigation (refer to Section 4.7 Geology and Soils). As discussed in Section 4.9 Hazards and Hazardous Materials, the

project would be required to prepare and submit a Hazardous Materials Business Plan to the San Mateo County Health prior to operation to ensure any hazardous materials used on-site are handled and stored correctly to ensure the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment during construction or operation. As discussed in Section 4.10 Hydrology and Water Quality, the project would adhere to regional and local requirements to ensure that the project would not violate water quality standards or degrade water quality. As discussed in 4.13 Noise, the project would be required to implement mitigation measure MM NOI-1.1 to reduce short-term noise impacts resulting from construction-related activities. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

Resource Topics Not Impacted by the Project

As described in the respective resource sections throughout this Initial Study, the proposed project would have no impact on agricultural resources, historic resources, mineral resources, population/housing, recreational facilities, or wildfire risk. Land use impacts would be less than significant and limited to the project site. Therefore, the project has no potential to combine with other projects to result in cumulative impacts to those resources.

Cumulative Air Quality, Greenhouse Gas, and Energy Impacts

By its very nature, air pollution is a cumulative impact. The geographic area for cumulative air quality impacts is the San Francisco Bay Area Air Basin. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. The proposed project would emit criteria air pollutants and contribute to the overall regional emissions of these pollutants. The project-level thresholds identified by BAAQMD are the basis for determining whether a project has a cumulatively considerable contribution to cumulative air quality impacts. As discussed in Section 4.3 Air Quality, the project's construction and operational criteria air pollutant and TAC emissions, with incorporation of mitigation measures MM AIR-1.1 and MM AIR-2.1, would be below BAAQMD's recommended thresholds for these pollutants. Thus, the project would have a less than significant cumulative air quality impact.

The proposed project and past, present, and future development projects worldwide contribute to global climate change. No single project is sufficient in size to, by itself, change the global average temperature. Therefore, due to the nature of GHG impacts, a significant project impact is a significant cumulative impact. As discussed in Section 4.8 Greenhouse Gas Emissions, the project's operational emissions would be less than significant since the project would be consistent with the BAAQMD qualitative GHG thresholds, which ensure that projects do their fair share to achieve the State's carbon neutral goal and reduce GHG emissions. Therefore, the project would not result in a significant GHG impact. For these reasons, the project would not result in a cumulatively considerable contribution to a significant cumulative GHG impact.

Similarly, the project's energy impacts (discussed in Section 4.6 Energy) also reflect cumulative conditions since the project's consumption of electricity and gasoline would be relative to the state and county energy consumption level. The electricity consumed by the Office Building and Medical Office Building would account for less than one percent of the total electricity consumed by San Mateo County. Natural gas consumption would be nonexistent under either development option since the building would be 100 percent electric. The gallons of fuel consumed by vehicles generated by the Office Building and Medical Office Building would also be substantially less than one percent of the fuel consumed by the State.

Cumulative Biological Resources Impacts

The geographic area for cumulative impacts to biological resources includes the project site and adjacent parcels. As discussed in Section 4.4 Biological Resources, the project site is in an urban area with existing commercial and residential uses. Existing trees on-site could provide nesting habitat for birds, and construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings. Implementation of mitigation measures MM BIO-1.1 through MM BIO-1.4 would ensure that project construction does not result in the loss of fertile eggs or nestlings or otherwise lead to nest abandonment. The project under both development options proposes the removal of 35 of the existing 40 existing trees on-site and the planting of approximately 35 new trees on-site which would conform with tree replacement requirements identified in Section 12.40.150 of the Daly City Municipal Code. Future developments in proximity to the project would be subject to similar mitigation measures and conditions of approval. For these reasons, the proposed project would not contribute to a cumulatively considerable biological resources impact.

Cumulative Cultural Resources, Tribal Cultural Resources, and Geologic Impacts

The geographic area for cumulative archaeological resources, tribal cultural resources, and geologic impacts would be locations adjacent to the site. The project would be designed to meet the current City code and would not change any geologic conditions, of which there are no significant cumulative impacts. The project thus would not combine with other past, present, and reasonably foreseeable future projects to create a significant cumulative geologic impact. The project also would not make a cumulatively considerable contribution to significant cumulative impacts on

archaeological and tribal cultural resources with the project-level mitigation (MM CUL-1.1, MM CUL-1.2, and MM GEO-1.1) described above. There are no other current or future projects immediately adjacent to the project site. Therefore, the project would not result in a cumulatively considerable contribution to a significant cumulative cultural resources, tribal cultural resources, nor geological impact.

Cumulative Hazards and Hazardous Materials Impacts

The geographic area for cumulative hazardous materials impacts would be the project site and adjacent parcels. To address PCB risk, the project under both development options must comply with the City's PCB Demolition Program with their permit application, which would require compliance with applicable federal and state laws if PCBs are identified. The use, storage, transportation, and disposal of fuel, and maintenance chemicals would be managed in accordance with existing laws and regulations that ensure storage, and transportation to and from the cumulative sites would not result in a significant cumulative impact related to hazardous materials. There are no other current or future projects immediately adjacent to the project site that would combine with the project to create a significant cumulative impact. Therefore, the proposed project would not contribute to a cumulatively significant hazards and hazardous materials impact.

Cumulative Hydrology and Utilities Impacts

The geographic area for cumulative hydrology and water quality impacts is the Colma Creek watershed. Cumulative developments near the project would be subject to similar hydrological and urban runoff conditions. All projects occurring within Daly City would be required to implement the same measures related to construction water quality as the proposed project (including preparation of a SWPPP if disturbance is greater than one acre). In addition, all current and probable future projects that would disturb more than one acre of soil or replace/add more at least 5,000 square feet of impervious surfaces would be required to meet applicable site design and runoff reduction measures. For these reasons, the cumulative projects, including the proposed project, would not result in significant cumulative hydrology or water quality impacts.

The geographic area for cumulative utilities and service systems is the City boundaries. The project would incrementally contribute to cumulative demands on utilities and service systems (i.e., water, sewer, solid waste, and storm drainage). As discussed in Section 4.19 Utilities, the project would have limited utility improvements, which would include relocation and extension of utility lines adjacent to the project site to support the project's design and increased demand on existing utilities. Future projects that were not accounted for in the City's General Plan would also require project-level review, such as a water supply assessment and sanitary sewer capacity evaluation. These technical reports would identify if the City has capacity to support the proposed project and provide recommendations if project demand is in excess of the existing capacity. Future projects that were accounted for in the General Plan were included in the UWMP water demand projections and General Plan EIR. Under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in

detail. For these reasons, the project would not result in cumulatively considerable impacts to utilities and service systems.

Cumulative Noise Impacts

The geographic area for cumulative noise impacts is defined as all locations within 1,000 feet of the project site. Based on a review of the City's current project list, there are no developments proposed within 1,000 feet of the proposed project.[119] Therefore, there would be no significant cumulative impact with respect to construction noise, and the project would not result in a cumulatively considerable contribution to construction noise impacts.

Additionally, as discussed in Section 4.13 Noise, the permanent operational sources of noise (e.g., rooftop mechanical equipment, rooftop equipment, and truck deliveries) would constitute a less than significant operational noise impact because the increase in ambient noise is below the recommended City thresholds. Furthermore, the additional daily vehicle trips on local roadways resulting from the proposed project would not correspond to an increase in ambient noise levels in the area. Due to the existing noise environment, simultaneous operation of the project would result in a less than significant cumulative noise impact. For these reasons, the project would not combine with other projects to create a significant cumulative noise impact and would not make a cumulatively considerable contribution to areas with high ambient noise levels.

Cumulative Transportation Impacts

As discussed in Section 4.17 Transportation, the project under either development option would not result in significant VMT impacts because the project site is located in a transit priority area with high-quality transit in proximity to the site. The project would be consistent with applicable policies regarding transportation and circulation and, therefore, would not result in a cumulative conflict with those policies. The project would comply with current building and fire codes and be reviewed by the North County Fire Authority to ensure adequate emergency access, as would all other projects in the vicinity. Therefore, the project would not result in a cumulatively significant impact to emergency access or other transportation issues. There are also no other cumulative projects in the vicinity of the project site that would contribute to the less than significant transportation impacts. Furthermore, cumulative projects would be subject to the same North County Fire Authority fire access and clearance requirements and be required to prepare a traffic study pursuant with the General Plan Task CE-1.3. These local regulatory requirements would ensure future projects are designed to be compatible with existing infrastructure. For these reasons, the project would not combine with other projects to create a significant cumulative transportation impact and would not make a cumulatively considerable contribution to areas with existing significant cumulative transportation impacts.

[119] City of Daly City. "Current List of Projects." December 31, 2022. Accessed May 12, 2023. https://www.dalycity.org/362/Current-Project-List.

As documented above, the project would not result in impacts that are individually limited, but cumulatively considerable. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include project TACs (construction and operational sources), noise, and PCBs. Implementation of applicable regulations (City's PCB Demolition Program) and mitigation measures (MM AIR-1.1, MM AIR-2.1, and NOI-1.1) would reduce the impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Cumulative Impact with Mitigation Incorporated)**

Section 5.0 References

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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Section 6.0 Lead Agency and Consultants

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Section 7.0 Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACM	Asbestos-Containing Material
ALUC	Airport Land Use Commission
APN	Assessor's Parcel Number
ATCM	Asbestos Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
Bay Area	San Francisco Bay Area
Bgs	Below ground surface
Btu	British Thermal Unit
CAAQS	California Ambient Air Quality Standard
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Standards Code
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide

CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DNL	Day/Night Average Sound Level
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gases
GHGRS	Greenhouse Gas Reduction Strategy
GWh	Gigawatt Hour
GWP	Global Warming Potential
HSWA	Hazardous and Solid Waste Amendments
L_{eq}	Energy-Equivalent Sound/Noise Descriptor
L_{max}	Maximum A-weighted noise level during a measurement period
LOS	Level of Service
LRA	Local Responsibility Area
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per Gallon
MSL	Mean Sea Level
MTC	Metropolitan Transportation Commission

N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standard
NAHC	Native American Heritage Commission
NCP	National Contingency Plan
NESHAP	National Emission Standards for Hazardous Air Pollutants
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOD	Notice of Determination
NO_x	Nitrogen Oxides
NRHP	National Register of Historic Places
O_3	Ozone
OITC	Outdoor/Indoor Transmission Class
PCB	Polychlorinated Biphenyls
PCE	Peninsula Clean Energy
PCF	Perfluorocarbon
PDA	Priority Development Areas
PG&E	Pacific Gas and Electric Company
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
PPV	Peak Particle Velocity
RAP	Removal Action Plan
RCRA	Resource Conservation and Recovery Act
ROG	Reactive Organic Gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	State Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act

SMGB	State Mining and Geology Board
SMP	Site Management Plan
SO_x	Sulfur Oxides
SR	State Route
SRA	State Responsibility Area
STC	Sound Transmission Class
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TDM	Travel demand management
Title 24	Title 24, Part 6 of the California Code of Regulations
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
Williamson Act	California Land Conservation Act
WUI	Wildland-Urban Interface
ZNE	Zero Net Carbon Emission