4.13 TRANSPORTATION AND TRAFFIC

This chapter describes the regulatory framework and existing conditions in the vicinity of the Project site related to transportation and traffic, and the potential impacts of the proposed Project on transportation and traffic. The analysis contained in this chapter is based on the Transportation Impact Analysis prepared by Kittelson & Associates for the Serramonte Shopping Center Expansion Project and included in Appendix F, Transportation Impact Analysis, of this Draft EIR.

4.13.1 ENVIRONMENTAL SETTING

4.13.1.1 REGULATORY SETTING

State Regulations

California Department of Transportation

Caltrans is responsible for planning, design, construction and maintenance of all interstate freeways and state routes. In the project vicinity, Interstate 280 (I-280) and State Route 1 (SR-1) are freeways that are under Caltrans' jurisdiction. El Camino Real (State Route 82) is also under the jurisdiction of Caltrans. Caltrans requirements are described in their Guide for Preparation of Traffic Impact Studies (Caltrans, 2002), which covers the information needed for Caltrans to review the impacts to State highway facilities; including freeway segments, on- and off-ramps, and signalized intersections.

California Fire Code

The California Fire Code incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is located in Part 9 of Title 24 of the California Code of Regulations, which is described in Section B.2.a.ii. The California Fire Code is revised and published every three years by the California Building Standards Commission.

Regional Regulations

City/County Association of Governments of San Mateo County (C/CAG)

C/CAG, as the Congestion Management Agency for San Mateo County coordinates transportation planning efforts throughout San Mateo County and programs local, regional, State and federal funding for project implementation. Additionally, it prepares the Congestion Management Program (CMP), a plan mandated by California law to describe the strategies to address congestion problems on the CMP network, which includes State highways and principal arterials. The CMP requires analysis of the CMP roadway system and uses level of service standards as a means to measure congestion and has established level of service standards to determine how local governments meet the standards of the CMP.

The San Mateo County Congestion Management Plan Appendix L "Traffic Impact Analysis (TIA) Policy," establishes the following criteria for evaluating impacts on CMP facilities:

- Freeway segments currently in compliance with the adopted LOS standard:
  - A project is considered to have a CMP impact if the project will cause the freeway segment to operate at a level of service that violates the standard adopted in the current Congestion Management Program (CMP).
  - A project is considered to have a CMP impact if the cumulative analysis indicates that the combination of the proposed project and future cumulative traffic demand will result in the freeway segment to operate at a level of service that violates the standard adopted in the current CMP and the proposed project increases traffic demand on the freeway segment by an amount equal to one (1) percent or more of the segment capacity, or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.
- Freeway segments currently not in compliance with the adopted LOS standard:
  - A project is considered to have a CMP impact if the project will add traffic demand equal to one (1) percent or more of the segment capacity or causes the freeway segment volume-to-capacity (v/c) ratio to increase by one (1) percent.

Local Regulations

With the exception of State highways that are under Caltrans' jurisdiction, most streets in the study area are generally under the jurisdiction of the City of Daly City.

City of Daly City General Plan

The City's General Plan was adopted in March 2013. The Circulation Element provides the policy framework for the regulation and development of transportation systems, balancing demands for moving people and goods within the city. It includes sections on vehicular, pedestrian, bicycle, transit, and parking. The City's Circulation goal is:

> "Develop and maintain an efficient, balanced transportation system which preserves and enhances environmental quality while providing for the safe movement of all people and goods throughout the community. To this end, the City shall strive to provide complete streets that are safe, comfortable, and convenient routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including bicyclists, children, persons with disabilities, pedestrians, users of public transportation, seniors, and families, while continuing to maintain a safe and effective transportation system for motorists and movers of commercial goods consistent with the other goals, objectives, and policies of this plan."[1]

To support this goal, the city has adopted the following policies that are applicable to the Project (Table 4.13-1):

[1] City of Daly City, *Daly City 2030 General Plan*. Adopted March 2013. Page 149

TABLE 4.13-1 CITY OF DALY CITY GENERAL PLAN POLICIES RELEVANT TO BIOLOGICAL RESOURCES

Number	Policy
Policy 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.
Policy 2	Minimize impacts on collector and local streets by moving traffic with origins and destinations outside of Daly City efficiently to area freeways and major arterial streets.
Policy 6	Support regional efforts to improve traffic while accommodating future development.
Policy 7	Ensure an effective transit system by supporting the work of other agencies in their efforts to expand public transit in and around Daly City.
Policy 8	Accommodate the transit system by considering mechanisms which help public transit agencies reduce the headway times of their vehicles.
Policy 10	Parking requirements contained within the Zoning Ordinance should, as closely as possible, reflect accepted current parking trends. Regulations for residential uses should recognize the ability for high-density mixed-use development that is close to transit to reduce parking requirements.
Policy 12	Encourage parking lots of 500 or more spaces in new development to be provided in parking structures.
Policy 13	View transportation improvements (new and retrofit) as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.
Policy 16	Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.
Policy 18	Continue to install bicycle facilities throughout the city in accordance with the Bicycle Master Plan.
Policy 20	Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.

Source: City of Daly City, Daly City 2030 General Plan, Resource Management Element, March 25, 2013.

City of Daly City Municipal Code

Chapter 17.45, Design Review, of the Daly City Municipal Code establishes a design review committee for the purpose of investigating the design, layout, and other features of proposed development to promote and enhance good site design and development which is in the best interest of the public health, safety, and welfare of the city.

City of Daly City Bicycle and Pedestrian Master Plan

The City's Bicycle and Pedestrian Master Plan was adopted in February 2013. It contains an assessment of existing conditions for bicyclists and pedestrians and provides recommendations for biking and walking facilities. The Pedestrian and Bicycle Master Plan provides guidance on implementing the goals and policies within the General Plan. Therefore, all goals and policies relating to pedestrians and bicycles previously discussed are applicable.

4.13.1.2 EXISTING CONDITIONS

Roadway Network

The roadway network that would be affected by the proposed Project is made up of the freeway system that serves San Mateo County and an extensive street system made up of arterial and local roads. Figure 4.13-1 presents the study area roadways and intersections evaluated in this analysis.

Freeways

Interstate 280 (I-280) is an eight- to twelve-lane freeway with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and San Bruno, and regional destinations, such as San Jose. It also provides access to the greater freeway network with direct connections to Interstates 680 and 880, US Highway 101, and State Routes 1, 92 and 85. The Project is served by interchanges at Serramonte Boulevard and Hickey Boulevard. The Serramonte Boulevard interchange contains a southbound off-ramp and a northbound on-ramp to I-280. The Hickey Boulevard interchange provides full access with on- and off-ramps to both northbound and southbound I-280. The average daily traffic on I-280 in the vicinity of Hickey Boulevard ranges between 174,000 and 182,000 vehicles per day (vpd).[2] Bicyclists and pedestrians are not allowed on this facility.

State Route 1 (SR-1) is a four- to eight-lane freeway in the vicinity of the Project with a posted speed limit of 65 miles per hour. The north-south freeway connects Daly City with nearby cities, such as San Francisco and Pacifica, and regional destinations along the coast. The Project is served by interchanges at Serramonte Boulevard and Clarinada Avenue. The Serramonte Boulevard interchange provides access to and from SR-1 northbound while the Clarinada Avenue interchange provides access to and from SR-1 southbound. The average daily traffic on SR-1 in the vicinity of Clarinada Avenue is between 63,000 and 68,000 vehicles per day (vpd).[3] Bicyclists and pedestrians are not allowed on this facility.

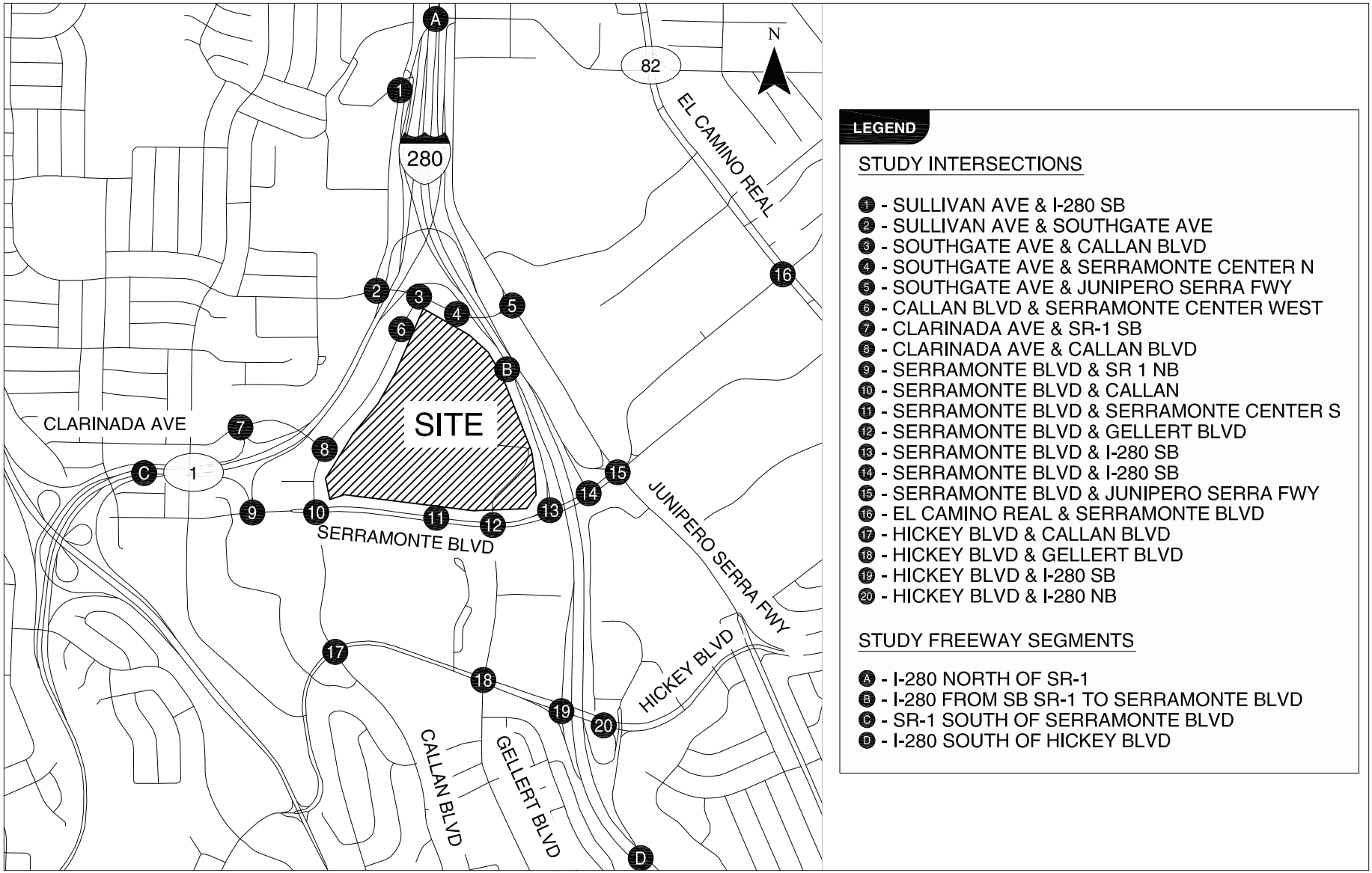
Arterial

State Highway 82 (Mission Street/El Camino Real) is a four- to six-lane, north-south road that extends between San Francisco and San Jose. The posted speed limit on this roadway near the Project site is 35 miles per hour. On-street parking is generally allowed but is often not utilized due to the small number of business frontages. Sidewalks are present on the east side and intermittently available on the west side of the roadway in the vicinity of the Project. Mission Street is proposed to be designated a Class III bike route and to have a Class I bike path according to the Town of Colma's General Plan within the vicinity of the Project.

Junipero Serra Boulevard is a four-lane, north-south roadway with a posted speed limit of 35 miles per hour near the Project site. The facility extends from Daly City to South San Francisco. On-street parking is prohibited and a sidewalk is

[2] 2013 Traffic Volumes, California Department of Transportation (Caltrans), http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm.

[3] 2013 Traffic Volumes, California Department of Transportation (Caltrans), http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm



Source: Kittelson & Associates, Inc.

Figure 4.13-1
Study Intersections

present along the east side of the street in the vicinity of the Project. Junipero Serra Boulevard has a designated Class II bike lane between D Street and the town limit for Colma.

Collectors

Southgate Avenue is a two- to four-lane, east-west road that extends between Westmoor Avenue and Junipero Serra Boulevard in the City of Daly City. The posted speed limit on this roadway is 25 miles per hour. On-street parking is generally allowed west of Cerro Drive. Sidewalks are present on both sides of the roadway.

Serramonte Boulevard is a four-lane, east-west roadway with a posted speed limit of 30 miles per hour that provides access to mostly residential land uses west of the Project and serves major regional roadways to the east such as Junipero Serra Boulevard and El Camino Real. Near the Project, sidewalks are primarily provided on the south side of the street with intermittent sidewalk on the north side. On-street parking is not allowed except for a small area located near St. Francis Boulevard. Serramonte Boulevard has a Class II bike lane between Gellert Boulevard and Callan Boulevard. The bike lane is planned to be expanded west towards St. Francis Boulevard, while a Class III bike route is proposed between Gellert Boulevard and Junipero Serra Boulevard.

Gellert Boulevard is a two- to six-lane, north-south road with a posted speed limit of 30 miles per hour that provides access between Serramonte Boulevard and King Drive, within the City of Daly City. On-street parking is not allowed in the project area but is allowed south of Hickey Boulevard. Sidewalks are provided on both sides of the street. Gellert Boulevard is currently classified as a Class III bike route between Serramonte Boulevard and Hickey Boulevard and has a Class II bike lane between Hickey Boulevard and King Drive.

Hickey Boulevard is a four-lane, east-west road with a posted speed limit of 35 miles per hour. Hickey Boulevard primarily serves as a connection between major regional facilities to the east (I-280, Junipero Serra Boulevard, and El Camino Real) and residential land uses to the west. Hickey Boulevard is proposed to be a Class III bike route under the City's pedestrian and bicycle master plan.

Local Streets

Callan Boulevard is a four-lane, north-south roadway that connects Southgate Avenue, Serramonte Boulevard, and residential land uses to the south of Hickey Boulevard. Within the vicinity of the Project, parking is allowed in the east side of the roadway and sidewalks are present along both sides of the street.

Clarinada Avenue is a two- to four-lane roadway that connects residential land uses to the west with Serramonte Center and the major regional roadways to the east. It also serves the SR-1 southbound ramps. Parking is allowed on both sides of the street and sidewalks are provided along both the north and south side.

Transit Facilities

Daly City is served by a well-developed transit system that includes bus and rail services provided by San Mateo County Transit District (SamTrans) and the Bay Area Rapid Transit system (BART). Such services are described below.

SamTrans

SamTrans provides the principal 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 buses are equipped with front-loading racks that can hold up to two bicycles. SamTrans operates seven routes that directly serve the Project through an on-site bus stop. Five routes provide local service (Routes 112, 120, 121, 122, and 131) while the other two routes serve public high schools on school days (Route 16 & 28). Routes 112 and 122 serve the Colma BART station while routes 120 and 121 serve both the Daly City and Colma BART stations. Bus service on these routes is illustrated in Figure 4.13-2, SamTrans Routes.

BART

Bay Area Rapid Transit (BART) provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. The nearest station is the Colma BART Station, located near Albert M Teglia Boulevard and El Camino Real about 1.8 miles from the Project. BART's direct service from this station includes the Pittsburg-Baypoint line and the Richmond-Daly City/Millbrae line.

Bicycle and Pedestrian Facilities

Bicycling and pedestrian facilities are important components of the transportation network in the study area. They not only offer non-vehicular opportunities for both commute and recreational trips but also provide connections to BART and bus stations to allow access the region's transit network.

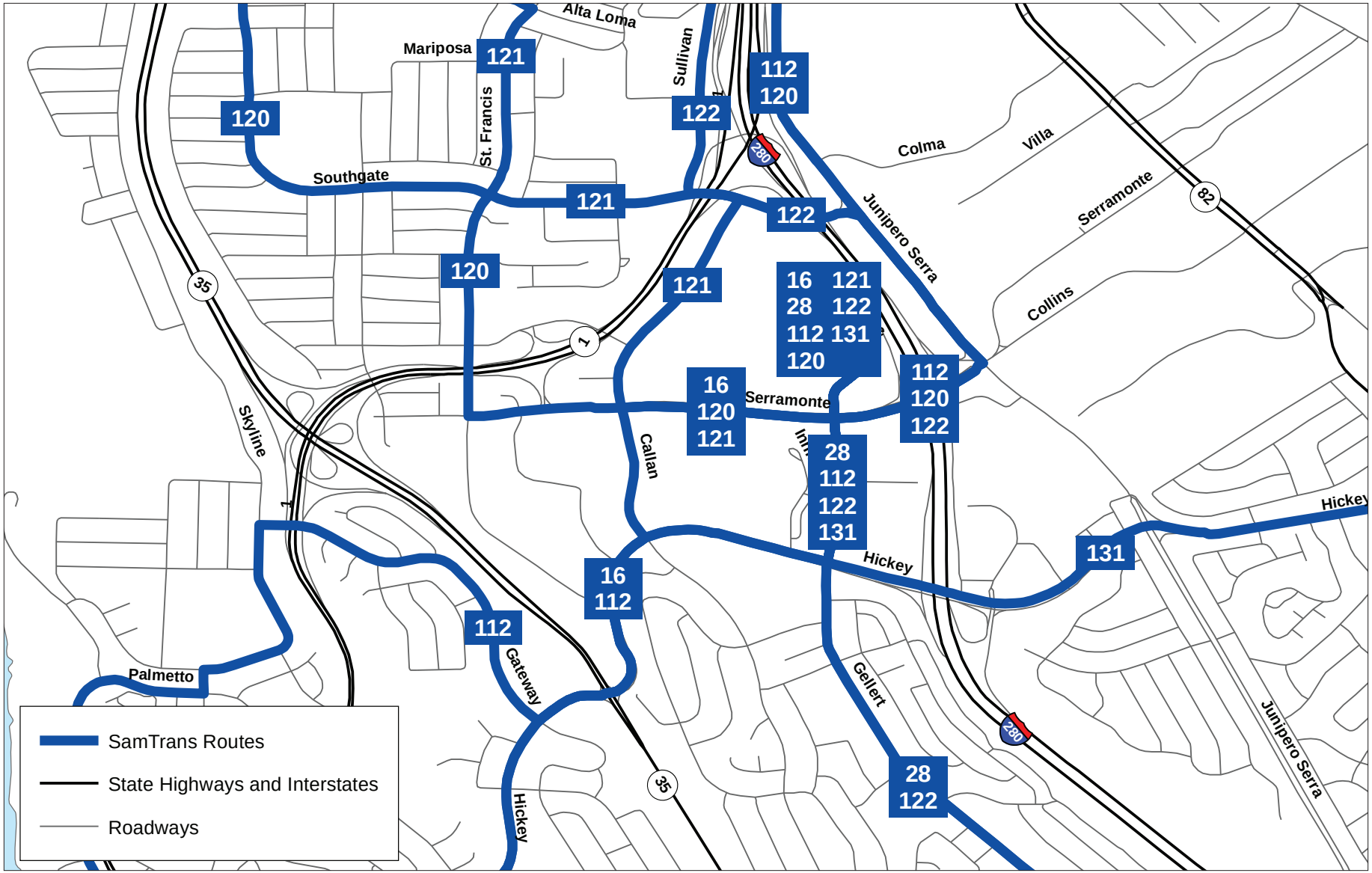
Existing Bicycle Facilities

Bicycle routes and paths are typical examples of bicycle transportation facilities in the project area. Bicycle facilities are defined by the following three classes:

- Class I – Provides a completely separated facility designed for the exclusive use of bicyclists and pedestrians with crossing points minimized.
- Class II – Provides a restricted right-of-way designated lane for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross-flows by pedestrians and motorists permitted.
- Class III – Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists.

According to the Daly City Bicycle and Pedestrian Master Plan and the Town of Colma General Plan, the following bikeways are currently present within the study area:

- Class II Bike Lanes
  - Callan Boulevard between Serramonte Boulevard and King Drive
  - Gellert Boulevard between Hickey Boulevard and King Drive



Source: Kittelson & Associates, Inc.

0 3,000
Scale (Feet)

Figure 4.13-2
Sam Trans Routes

- Southgate Avenue west of St. Francis Boulevard
- Junipero Serra Boulevard south of D Street

- Class III Bike Routes
  - Southgate Avenue between Junipero Serra Boulevard and St. Francis Boulevard
  - Callan Boulevard between Southgate Avenue and Serramonte Boulevard
  - Gellert Boulevard between Serramonte Boulevard and Hickey Boulevard

Existing Pedestrian Facilities

Pedestrian facilities in the project vicinity are somewhat limited. Five foot sidewalks border the Project to the south, west, and north along Serramonte Boulevard, Callan Boulevard and Southgate Avenue. There is no sidewalk connection on the north side of Serramonte Boulevard between the Project and Junipero Serra Boulevard. Additionally, all intersections that access the Project are missing at least one striped crosswalk:

- Serramonte Center North and Southgate Avenue – Striped crosswalks are present on only the west leg and south leg of the intersection
- Serramonte Center West and Callan Boulevard – Crosswalks are not present on any legs of the intersection
- Serramonte Center South and Serramonte Boulevard – Striped crosswalks are present on only the north and west legs of the intersection
- Serramonte Boulevard and Gellert Boulevard – Striped crosswalks are only present on the west and south legs of the intersection.

Within the project site, marked crosswalks are used across all major circulating roadways at key locations. Crosswalks nearest the building align with pedestrian routes between parking spaces and the primary entrances to the mall. However, designated pedestrian routes are not provided between the outparcels and the mall building; as such, pedestrians need to walk between parking aisles.

Analysis Approach

The analysis assessed the Project's potential effects on vehicular traffic, transit operations, bicycle, and pedestrian transportation. The Project may develop in multiple phases; however, for the purpose of this study, the Project was analyzed as one single phase in order to evaluate the potential impacts upon full implementation of the Project. The study does not assume any modifications to the existing and planned internal roadway network as part of the Project, except as necessary to accommodate the Project components.

Analysis Scenarios

A level of service analysis was performed to assess the performance of the circulation system for the peak hours occurring during the weekday AM (7:00 – 9:00 a.m.), weekday afternoon (4:00 – 6:00 p.m.), and Saturday midday (12:00 – 2:00 p.m.) peak periods, for the following scenarios (these scenarios are described in more details in their respective sections):

- Existing (2013) Conditions
- Baseline Conditions (includes approved projects that are not yet constructed)
- Baseline Plus Project Build
- Cumulative (2035) Conditions
- Cumulative (2035) Plus Project

The existing operations of the study intersections and freeway facilities were assessed for the weekday AM peak hour (the peak hour of the morning commute period), weekday PM peak hour (the peak hour of the afternoon commute peak period) and the Saturday midday peak hour (the peak hour of the midday peak period). The analysis was based on count data collected at the study intersections during typical weekday morning peak period (7:00 a.m. to 9:00 a.m.) and afternoon peak period (4:00 p.m. to 6:00 p.m.) and during Saturday midday period (12:00 p.m. to 2:00 p.m.) in the summer of 2012 and November 2013. The existing intersection volumes and lane geometries are shown in Figure 4.13-3 and Figure 4.13-4. Freeway volumes were compiled from Caltrans' California Freeway Performance Measurement System (PeMS) and Caltrans' Traffic Volume Book.

Level of Service Standards

"Levels of service" describes the operating conditions experienced by users of a facility. Level of service is a qualitative measure of the effect of a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, driving comfort and convenience. Levels of service are designated "A" through "F" from best to worst, which cover the entire range of traffic operations that might occur. Level of service (LOS) "A" through "E" generally represents traffic volumes at less than roadway capacity, while LOS "F" represents over capacity and/or forced flow conditions. In general, LOS D or better is considered acceptable while LOS E or LOS F is not.

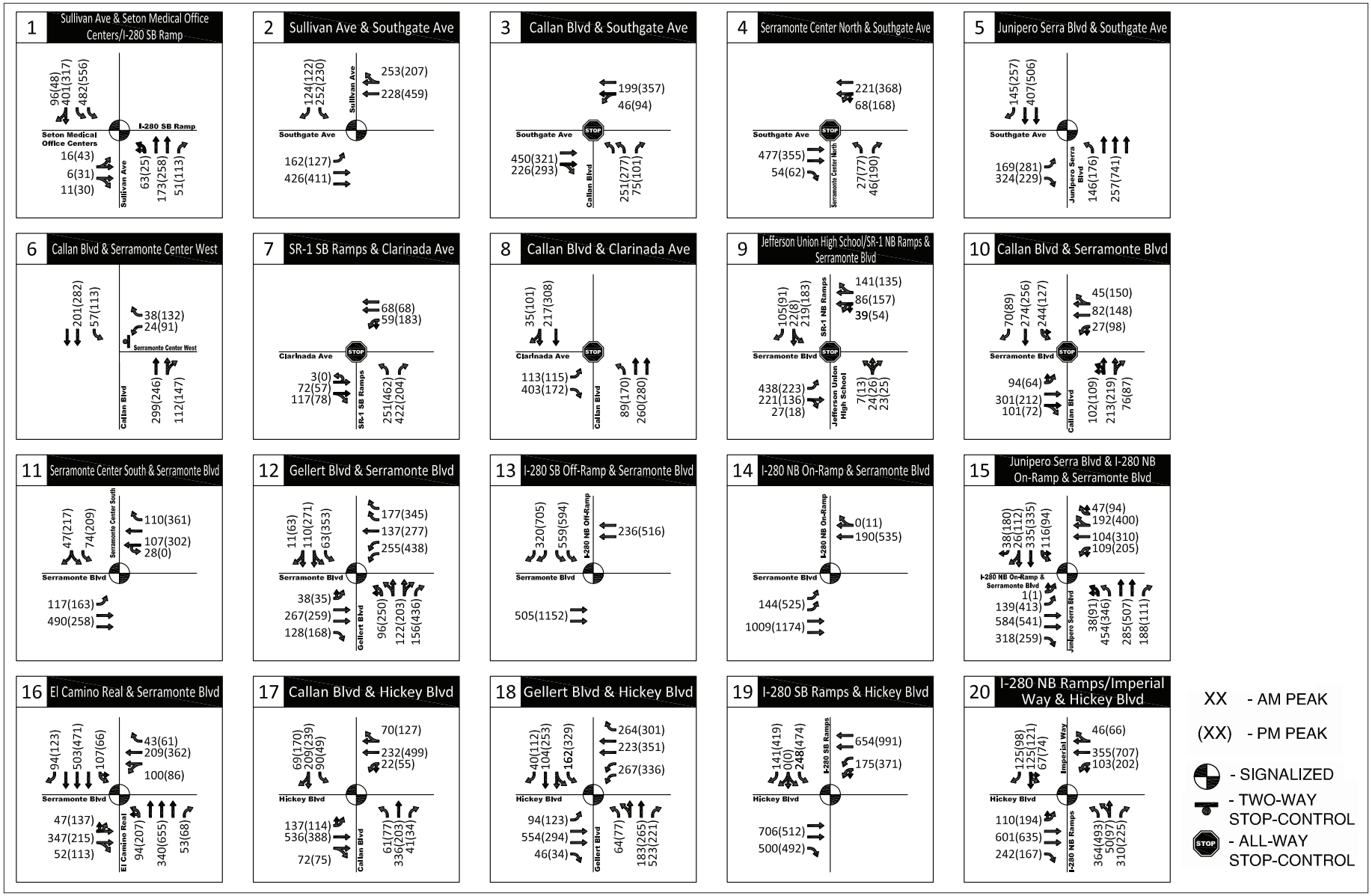
It is important to note that Senate Bill (SB) 743 will alter how transportation and traffic impacts are analyzed under State CEQA Guidelines. In general, SB 743 requires that the CEQA Guidelines be amended to provide an alternative to using level of service standards for evaluation transportation impacts. While the 2015 State CEQA Guidelines will be amended to incorporate the provisions of SB 743, this draft EIR was prepared based on existing 2014 CEQA Guidelines, and therefore, relies on the existing standard of using level of service to determine potential transportation impacts.

Intersection Analysis Methodology

Intersection analyses for signalized intersections were conducted using the operational methodology outlined in the 2000 Highway Capacity Manual (HCM) as implemented by the Synchro Version 8 software analysis tool. Unsignalized intersections were analyzed using HCM 2010 methodologies. Table 4.13-2 presents the relationship of average delay to level of service for both signalized and unsignalized intersections.

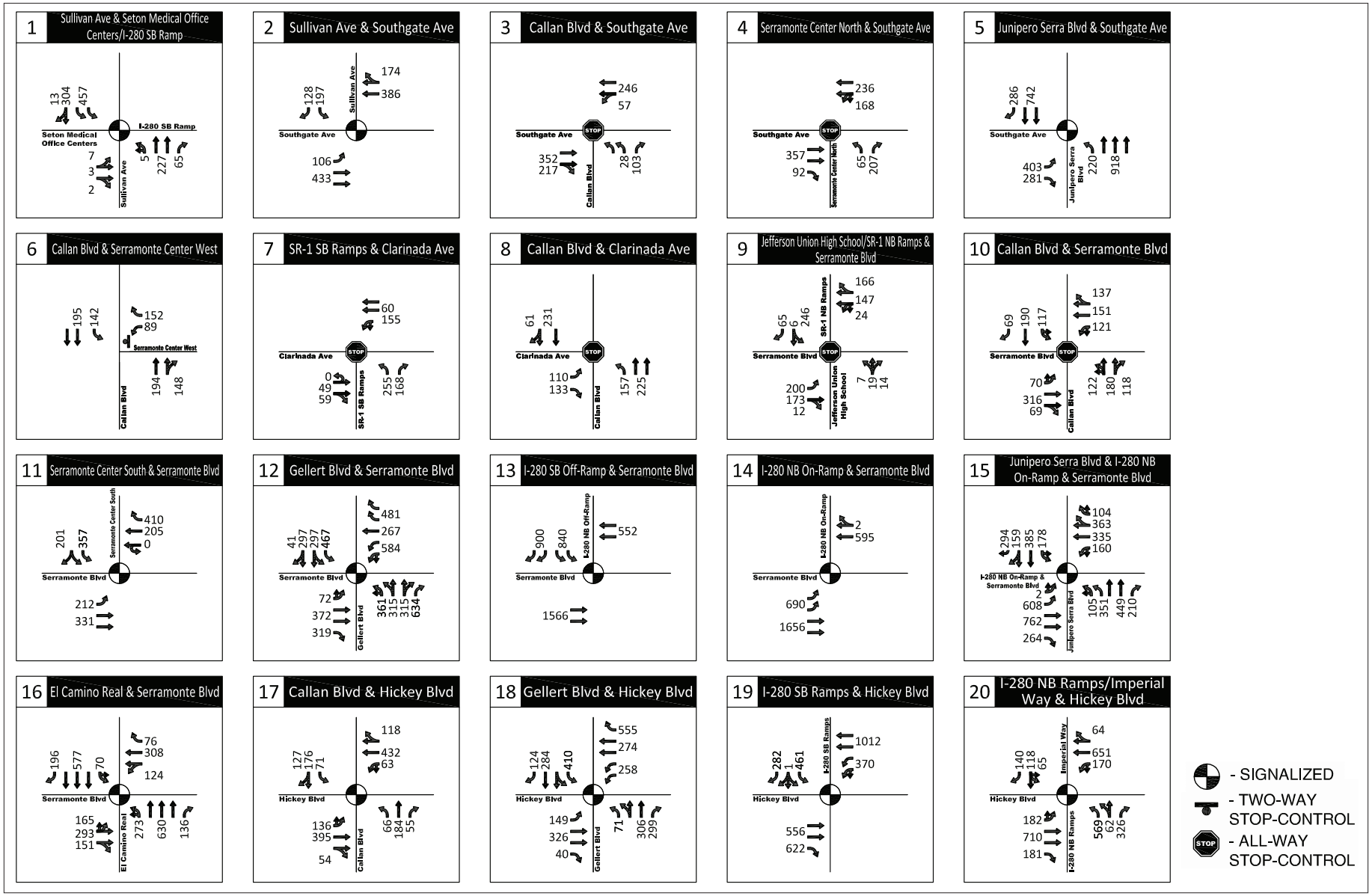
Freeway Mainline Segments

For both circulation system performance and congestion management program (CMP) analyses, the methodology outlined in the Highway Capacity Manual (HCM) (Transportation Research Board, Washington, D.C., 2010) as implemented by the Highway Capacity Software (HCS) tool were used to calculate the density in terms of passenger cars per mile per lane for



Source: Kittelson & Associates, Inc.

Figure 4.13-3
Existing AM and PM Peak Hour Volumes



Source: Kittelson & Associates, Inc.

Figure 4.13-4
Existing Saturday Peak Hour Volumes

TABLE 4.13-2 DELAY AND LEVEL OF SERVICE FOR INTERSECTIONS

Signalized Intersection Average Delay Per Vehicle (Seconds)	LOS	Description of Traffic Conditions	Unsignalized Intersection Average Delay Per Vehicle (Seconds)
≤10.0	A	Free flowing. Most vehicles do not have to stop.	≤10.0
>10.0 and ≤ 20.0	B	Minimal delays. Some vehicles have to stop, although waits are not bothersome.	>10.0 and ≤ 15.0
>20.0 and ≤ 35.0	C	Acceptable delays. Significant numbers of vehicles have to stop because of steady, high traffic volumes. Still, many pass without stopping.	>15.0 and ≤ 25.0
>35.0 and ≤ 55.0	D	Tolerable delays. Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach.	>25.0 and ≤ 35.0
>55.0 and ≤ 80.0	E	Significant delays. Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches.	>35.0 and ≤ 50.0
>80.0	F	Excessive delays. Intersection is jammed. Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into "up-stream" intersections.	>50.0

Source: Traffic Impact Analysis for the Serramonte Shopping Center, Kittleson and Associates, 2014.

the study freeway segments and to determine the LOS threshold from A to F. Table 4.13-3 shows the relationship of freeway density to level of service.

TABLE 4.13-3 LEVEL OF SERVICE DEFINITION FOR FREEWAY MAINLINE SEGMENT

LOS	Density (Passenger Vehicles per Mile per Lane)
A	≤11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45 Demand exceeds capacity

Source: Transportation Research Board, *Highway Capacity Manual* Washington, D.C., 2010, 11-7.

Freeway Weaving and Off-Ramp Queuing Analyses

A weaving analysis is typically applicable for freeway segments where the distance between an on-ramp and a downstream off-ramp is less than 2,500 feet. For the weaving analysis, both the HCM 2010 methodologies as implemented by HCS and the Leisch Method described in the Caltrans Design Manual, dated May 7, 2012 were used. Freeway weaving conditions are

dependent upon traffic volumes and the weaving length between the interchanges; lane configurations, and free-flow speed of the freeway segment.

Off-ramp queues were analyzed using the Synchro software tool for the intersection which controls the off-ramp. Queue length is calculated based on the red time, saturation flow rate, arrival rate, number of lanes, a lane utilization factor, and an estimate of vehicle length including the space between vehicles.

Existing Intersection Levels of Service

Intersection turning movement volumes, lane configurations, and traffic control were used to calculate the levels of service at the study intersections. As shown in Table 4.13-4, all study intersections operate at LOS D or better under existing conditions for the weekday AM, weekday PM, and Saturday peak hours.

Existing Freeway Levels of Service

Table 4.13-5 presents the level of service on the study freeway segments under existing conditions. All study segments are experiencing LOS D or better condition with the exception of the I-280 southbound between SR-1 and Serramonte Boulevard. This weaving segment experiences LOS E or LOS F during the weekday AM, weekday PM, and Saturday peak hours using both the HCM and Leisch analysis methodologies.

4.13.2 STANDARDS OF SIGNIFICANCE

The Project would have a significant impact with regard to transportation and traffic if it would:

1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
5. Result in inadequate emergency access.
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
7. Result in inadequate parking capacity.

TABLE 4.13-4 INTERSECTION LEVEL OF SERVICE – EXISTING CONDITIONS

				AM Peak Hour		PM Peak Hour		Saturday Midday	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10.0	A	15.7	B	7.6	A
2	Sullivan Avenue	Southgate Avenue	Signalized	15.4	B	16.0	B	13.8	B
3	Callan Boulevard	Southgate Avenue	AWSC	16.3	C	21.2	C	12.0	B
4	Serramonte Center North	Southgate Avenue	AWSC	11.0	B	15.8	C	13.7	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.4	B	14.7	B	25.6	C
6	Callan Boulevard	Serramonte Center West	TWSC	1.7 (12.5)	A (B)	4.9 (17.9)	A (C)	5.7 (16.6)	A (C)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	14.4	B	28.6	D	11.8	B
8	Callan Boulevard	Clarinada Avenue	AWSC	15.7	C	13.0	B	11.1	B
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	22.5	C	12.4	B	13.3	B
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.4	D	26.1	D	25.8	D
11	Serramonte Center South	Serramonte Boulevard	Signalized	7.9	A	13.1	B	14.8	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	18.9	B	38.9	D	52.9	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	6.7	A	13.5	B	26.2	C
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.5	A	3.3	A	3.8	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	27.1	C	36.1	D	42.4	D
16	El Camino Real	Serramonte Boulevard	Signalized	22.5	C	26.4	C	31.7	C
17	Callan Boulevard	Hickey Boulevard	Signalized	26.4	C	32.4	C	28.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	27.1	C	40.9	D	38.8	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.4	B	15.1	B	13.9	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	26.3	C	39.2	D	37.8	D

Notes: Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach)
Source: Kittelson & Associates, Inc. 2014.

TABLE 4.13-5 FREEWAY MAINLINE LEVEL OF SERVICE – EXISTING CONDITIONS

		Existing – AM Peak Hour			Existing – PM Peak Hour			Existing – SAT Peak Hour		
Location	Type	Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]
Northbound										
I-280 South of Hickey Blvd.	Mainline	5,834	23.1	C	6,218	23.1	C	5,604	20.7	C
I-280 North of SR-1	Mainline	6,601	18.4	C	6,209	16.3	B	6,327	15.9	B
SR-1 South of Serramonte Blvd.	Mainline	4,030	15.3	B	3,538	13.4	B	3,397	12.9	B
Southbound										
I-280 South of Hickey Blvd.	Mainline	5,582	22.2	C	5,603	20.7	C	5,040	18.7	C
I-280 North of SR-1	Mainline	8,589	20.1	C	9,832	25.6	C	7,122	20.2	C
SR-1 South of Serramonte Blvd.	Mainline	1,470	7.4	A	1,962	9.9	A	1,614	8.2	A
I-280 SB between SR-1 and Serramonte Blvd.	Weave[d] (HCM)	7,153	34.6	D	7,448	37.2	E	6,662	1.084	F
I-280 SB between SR-1 and Serramonte Blvd.	Weave[d] (Leisch)	7,153	n/a	E	7,448	n/a	F	6,662	n/a	F

a. Volume = vehicles per hour (vph).
b. Density = passenger car per mile per lane (pc/m/ln).
c. LOS = Level of Service.
d. Weaving section analyzed using both the HCM and Leisch Methodologies.
Source: Kittelson & Associates, Inc., 2014.

It is important to note that the Standards of Significance above reflect the Appendix G Checklist included in the State CEQA Guidelines. However, Standard 7 regarding inadequate parking capacity is not included in the State CEQA Guidelines, and is included in this Draft EIR for informational purposes only.

4.13.3 IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to transportation and traffic.

TRANS-1	**The Project would conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit, non-motorized travel, and relevant components of the circulation system, including, but not limited to, intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.**

The City of Daly City General Plan contains level of service standards for intersection operations at both signalized intersections and unsignalized intersections. According to Policy CE-1, the minimum acceptable LOS is D. Three intersections are also located in the Town of Colma ("Colma") and, therefore, Colma's significance criteria were applied at these locations. Colma's General Plan uses LOS D as the standard according to section 5.03.101 of the circulation element. LOS E is tolerated for the intersection of Serramonte Boulevard and Junipero Serra Boulevard (Table C-2 of Colma's circulation element). Based on these criteria and for the purposes of this study, significant traffic impacts at intersections in the study area are identified if the Project causes:

- The intersection of Serramonte Boulevard and Junipero Serra Boulevard to worsen from LOS E or better
- All other intersections to worsen from LOS D or better to LOS E or F for overall intersection delay; or
- An increase in overall average delay for intersections that operate below the LOS standard under No Project conditions.

To assess freeways, as stated in the Caltrans Traffic Impact Study (TIS) Guide, "Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State highway facilities; however, Caltrans acknowledges that this may not always be feasible. If an existing State highway facility is operating at less than the appropriate target LOS, the existing Measure of Effectiveness (MOE) should be maintained." For the purposes of this analysis, significant traffic impacts on I-280 and SR-1 in the study area are identified using the significance criteria from the C/CAG Congestion Management Program (CMP) since all freeway analysis sections were also CMP segments.

Project-Related Trips

Trip generation of the Project is based upon information compiled by the Institute of Transportation Engineers (ITE) (*Trip Generation Manual, Ninth Edition*, 2012 and *Trip Generation Manual, Ninth Edition, User Guide and Handbook*, 2012) with the exception of the Dave & Buster's land use. Given the unique nature of its format, data on Dave and Buster's is not available

in the ITE manual. Therefore, a traffic study conducted for four other Dave and Buster's from around the United States was used to determine the trip generation rates for the Daly City site. This study is provided as an appendix to the transportation study for the project included in Appendix F. Trip generation results also applied a reduction for the displaced land uses that will be removed as part of the project. A detailed discussion presents the methodologies utilized to calculate the project's trip generation in pages 24 and 25 of the transportation study.

Overall, the Project was estimated to generate 11,916 new external vehicular trips after accounting for linked trips and pass-by trip adjustments and the displaced land uses. Of these external trips, 450 trips would occur during the weekday morning peak hour and 875 trips would occur during the weekday afternoon peak hour. The Project is also projected to generate 15,163 new external vehicular trips during Saturday, of these 968 trips would occur during the Saturday peak hour.

The Daly City Model was used to distribute project trips to and from the Project and to assign them onto the roadway network for each of the analysis conditions. The project's trip distribution pattern is shown in Figure 4.13-5.

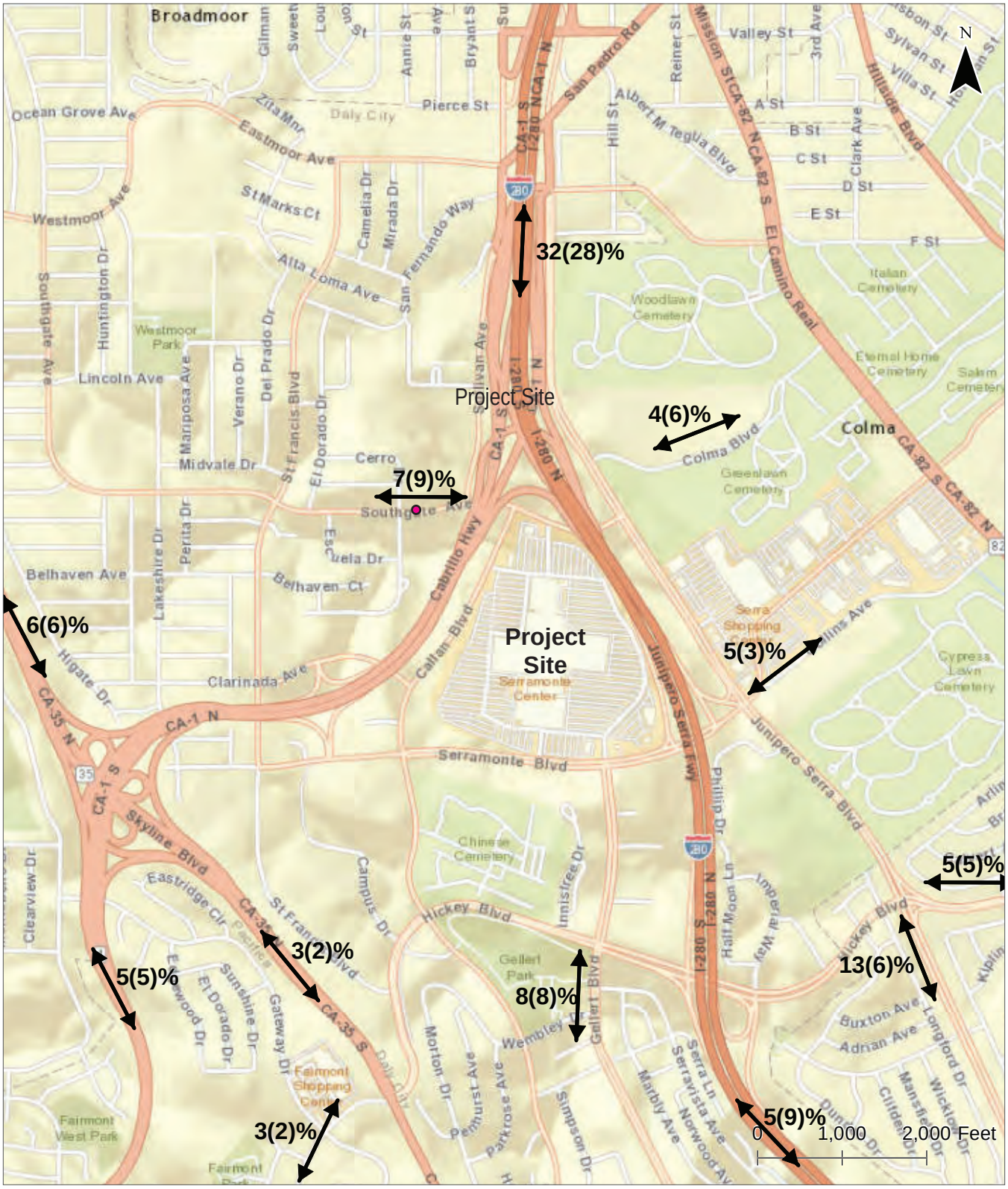
The performance of the analysis intersections and freeway locations was assessed for the period before the opening of the proposed Project but after the completion of currently approved developments (Baseline Conditions) and for the future planning year 2035 (listed in the transportation study as Cumulative Conditions). The process through which the background and project-generated traffic were developed is described in page 33 of the transportation impact analysis for the project.

Baseline Conditions

For this study, the baseline condition includes existing conditions plus completion of currently approved developments within the vicinity of the Project site. Intersection and freeway analysis of Baseline and Baseline plus Project conditions was performed to determine potential traffic impacts of the proposed Project in combination with existing traffic volumes and any approved developments. Baseline conditions for this study include existing volumes, a Dick's Sporting Goods store (83,000 square feet), and 12,000 square feet of restaurant space which are approved for the Project site but not accounted for in existing traffic counts. No other planned developments or roadway improvements are assumed in the Baseline Conditions. The level of service for Baseline, and Baseline Plus Project results for AM Peak Hour, PM Peak Hour, and Saturday Midday are summarized in Tables 4.13-6, 4.13-7, and 4.13-8, respectively.

Signalized Intersections

Under the Baseline scenario none of the signalized intersections were found to operate below both City standards of LOS D. Project traffic would cause the signalized intersection of Serramonte Boulevard at Gellert Boulevard degrade to unacceptable LOS E during Saturday. This would be a *significant* impact.



Source: Kittelson & Associates, Inc.

X(X)% AM(PM)% Trip Distribution

0 2,000 Scale (Feet)

Figure 4.13-5
Trip Distribution

TABLE 4.13-6 INTERSECTION WEEKDAY AM PEAK HOUR BASELINE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10	A	10	A
2	Sullivan Avenue	Southgate Avenue	Signalized	15.4	B	15.5	B
3	Callan Boulevard	Southgate Avenue	AWSC	16.6	C	18.2	C
4	Serramonte Center North	Southgate Avenue	AWSC	11.4	B	12.6	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.6	B	15.4	B
6	Callan Boulevard	Serramonte Center West	TWSC	2.1 (12.8)	A (B)	2.9 (14.4)	A (B)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	14.6	B	15.2	C
8	Callan Boulevard	Clarinada Avenue	AWSC	15.9	C	20.7	C
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	23.1	C	26.5	D
10	Callan Boulevard	Serramonte Boulevard	AWSC	27.2	D	**35.8**	**E**
11	Serramonte Center South	Serramonte Boulevard	Signalized	8.1	A	8.6	A
12	Gellert Boulevard	Serramonte Boulevard	Signalized	18.9	B	19.5	B
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	6.7	A	6.9	A
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.5	A	1.6	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	27.4	C	28.4	C
16	El Camino Real	Serramonte Boulevard	Signalized	22.5	C	22.7	C
17	Callan Boulevard	Hickey Boulevard	Signalized	26.4	C	26.5	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	27.4	C	27.9	C
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.4	B	10.3	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	26.3	C	26.5	C

Notes: **Bold** indicate unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).
Source: Kittelson & Associates, Inc. 2014.

TABLE 4.13-7 INTERSECTION WEEKDAY PM PEAK HOUR BASELINE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	15.7	B	15.7	B
2	Sullivan Avenue	Southgate Avenue	Signalized	16	B	16.4	B
3	Callan Boulevard	Southgate Avenue	AWSC	21.7	C	31.7	D
4	Serramonte Center North	Southgate Avenue	AWSC	16.3	C	27.3	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	14.9	B	20	B
6	Callan Boulevard	Serramonte Center West	TWSC	5.2 (18.7)	A (C)	17.5 (60.6)	C (F)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	29	D	**36.6**	**E**
8	Callan Boulevard	Clarinada Avenue	AWSC	13.1	B	20.9	C
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	12.5	B	13.4	B
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.5	D	**38.1**	**E**
11	Serramonte Center South	Serramonte Boulevard	Signalized	13.3	B	15	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	39.4	D	53.7	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	13.6	B	15	B
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	3.3	A	3.6	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	36.1	D	37	D
16	El Camino Real	Serramonte Boulevard	Signalized	26.5	C	27	C
17	Callan Boulevard	Hickey Boulevard	Signalized	32.5	C	32.9	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	40.9	D	42.4	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	15.1	B	15.1	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	39.3	D	39.9	D

Notes: **Bold** indicates unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-8 INTERSECTION SATURDAY MIDDAY PEAK BASELINE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	7.6	A	7.6	A
2	Sullivan Avenue	Southgate Avenue	Signalized	13.9	B	14.2	B
3	Callan Boulevard	Southgate Avenue	AWSC	12.2	B	14.8	B
4	Serramonte Center North	Southgate Avenue	AWSC	14.5	B	23.4	C
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	27.5	C	31.8	C
6	Callan Boulevard	Serramonte Center West	TWSC	6.4(18.1)	A (C)	20.9(60.8)	C (F)
7	SR-1 SB Ramps	Clarinada Avenue	AWSC	12	B	13.4	B
8	Callan Boulevard	Clarinada Avenue	AWSC	11.2	B	14.1	B
9	SR-1 NB Ramps	Serramonte Boulevard	AWSC	13.6	B	16.3	C
10	Callan Boulevard	Serramonte Boulevard	AWSC	26.7	D	**39.6**	**E**
11	Serramonte Center South	Serramonte Boulevard	Signalized	15.3	B	19.9	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	54.8	D	**72.5**	**E**
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	27.1	C	35	D
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	3.8	A	4.3	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	42.8	D	45.7	D
16	El Camino Real	Serramonte Boulevard	Signalized	31.8	C	32.6	C
17	Callan Boulevard	Hickey Boulevard	Signalized	28.2	C	29.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	38.9	D	39.2	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	13.9	B	13.9	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	37.8	D	38.4	D

Notes: **Bold** indicate unacceptable LOS. Signalized intersections analyzed using HCM 2000 methodologies. Unsignalized intersections analyzed using HCM 2010 methodologies. Control delays for two-way stop control intersections are presented as follows: Average (Worst Approach).
Source: Kittelson & Associates, Inc., 2014.

Serramonte Boulevard at Gellert Boulevard

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

Mitigation Measure TRANS-1A: The following shall be implemented:

- Shift the center median of Gellert Boulevard approximately 12 feet to the west between Serramonte Boulevard and the entrance driveway to the retail development on the southeast corner of Serramonte Boulevard and Gellert Boulevard.
- Restripe the roadway of the northbound approach (within the existing right-of-way) with lane configurations to include:
  - Two exclusive left-turn lanes
  - One through lane
  - One through-right turn lane
  - One exclusive right-turn lane
  - Reduce number of southbound receiving lanes from three to two
- Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include:
  - Two exclusive left-turn lanes
  - One-through-right turn lane
- Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1A would improve the operation of this intersection to LOS D during Saturday baseline conditions, which would reduce the Project impact to *less than significant*.

Unsignalized Intersections

All unsignalized intersections are projected to operate within acceptable standards under the Baseline No Project scenario. The addition of Project traffic would cause the all-way stop controlled intersections of SR-1 SB Ramps & Clarinada Avenue to degrade to unacceptable LOS E in the PM peak hour, and Callan Boulevard & Serramonte Boulevard to degrade to unacceptable LOS E in the AM and PM peak hour, which would be a *significant* impact.

SR-1 Southbound Ramps at Clarinada Avenue

Impact TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal.

Significance After Mitigation: Less than significant. Although this is a Caltrans intersection, Caltrans made no objection to signalizing this intersection under the General Plan; therefore, the City would likely be able to control implementation of this Mitigation Measure. Therefore, Mitigation Measure TRANS-1B would effectively reduce this impact to *less than significant*.

Callan Boulevard at Serramonte Boulevard

Impact TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours.

Mitigation Measure TRANS-1C: Install actuated-uncoordinated traffic signal.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1C would improve the operation to LOS C and lessen the project impacts during the weekday AM, weekday PM, and Saturday peak hours. Therefore, the impact would be reduced to *less than significant*.

Freeway Operations

Freeway operations for weekday AM peak hour, PM peak hour, and Saturday are presented in Tables 4.13-9, 4.13-10, and 4.13-11, respectively. As shown, the segment of I-280 between SR-1 and Serramonte Boulevard would operate at LOS E during the AM peak hour as a result of the Project. Additionally, this segment's V/C ratio would increase by more than 1 percent as a result of the Project for the Saturday peak hour. Therefore, the Project impact is considered to be *significant*.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-1D: The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measure TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Significance After Mitigation: Significant and unavoidable. Construction of these improvements would likely reduce the Project's impact to less than significant; however, because this segment is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*.

TABLE 4.13-9 FREEWAY AM PEAK HOUR BASELINE CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,835	23.1	C	5,841	23.1	C	No	No
I-280 North of SR-1	Mainline	E	6,601	18.4	C	6,602	18.4	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,032	15.3	B	4,045	15.4	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,583	22.2	C	5,589	22.2	C	No	No
I-280 North of SR-1	Mainline	E	8,592	20.1	C	8,618	21.1	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,470	7.4	A	1,473	7.5	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,156	34.7	D	7,182	35.0	E	No	**Yes**
	Leisch			N/A	E		N/A	E		

Note: **Bold** indicates significant impacts.
a. Volume = vehicles per hour (vph)
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0
c. LOS = Level of Service
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-10 FREEWAY PM PEAK HOUR BASELINE CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,219	23.1	C	6,237	23.2	C	No	No
I-280 North of SR-1	Mainline	E	6,209	15.2	B	6,212	15.2	B	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	3,540	13.4	B	3,563	13.5	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,608	20.7	C	5,676	21	C	No	No
I-280 North of SR-1	Mainline	E	9,836	25.6	C	9,889	25.8	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,964	9.9	A	1,991	10.1	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,452	37.2	E	7,505	37.8	E	No	No
	Leisch			N/A	F		N/A	F		

a. Volume = vehicles per hour (vph)
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0
c. LOS = Level of Service
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-11 FREEWAY SATURDAY PEAK HOUR BASELINE CONDITIONS

			No Project			Plus Project				
Location	Analysis Type	Standard	Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]	Increase Demand or V/C Ratio by 1%	Significant Impact?
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,607	20.7	C	5,626	20.8	C	No	No
I-280 North of SR-1	Mainline	E	6,327	15.9	B	6,327	15.9	B	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	3,401	12.9	B	3,401	13	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,051	18.7	C	5,123	19	C	No	No
I-280 North of SR-1	Mainline	E	7,130	20.2	C	7,187	20.4	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	1,618	8.2	A	1,647	8.3	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	7,709	-	F	7,768	-	F	**Yes**	**Yes**
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.
a. Volume = vehicles per hour (vph)
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0
c. LOS = Level of Service
Source: Kittelson & Associates, Inc., 2014.

TRANS-2	**The Project would conflict with an applicable congestion management program, including, but not limited to, level of service standards, travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

As described above in the Regulatory Setting, C/CAG 's CMP uses level of service standards as a means to measure congestion and has established LOS standards to determine how local governments meet the standards of the CMP.

The Congestion Management Program analysis segments in the vicinity of the Project are the freeway facilities of Interstate 280 and State Route 1. The project's impact on these facilities was discussed in the previous section based on the CMP significance criteria. Therefore, all impacts and proposed mitigation measures can be found under the freeway sections of the Baseline and Cumulative Conditions analysis sections.

Freeway facilities were evaluated previously in TRANS-1. As discussed in TRANS-1, significant traffic impacts on I-280 and SR-1 in the study area are identified using the significance criteria from the C/CAG Congestion Management Program (CMP) since all freeway analysis sections were also CMP segments.

The Project would contribute to unacceptable conditions at the freeway segment of I-280 Southbound between SR-1 and Serramonte Boulevard under Baseline, and Cumulative conditions, which would conflict with the CMP and would result in a *significant* impact.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-2A: Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.

Mitigation Measure TRANS-2A: Implementation of Mitigation Measure TRANS-1D.

Significance After Mitigation: Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control, therefore, the impact on this CMP facility remains *significant and unavoidable*.

Impact TRANS-2B: Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measure TRANS-2B: Implementation of Mitigation Measure TRANS-8F. (See subsection 4.13.4 of this chapter.)

Significance After Mitigation: Significant and unavoidable. Because the freeway is under Caltrans' jurisdiction, the implementation and timing of the improvements called for in the City's General Plan are not under the City's control, therefore, the impact on this CMP facility remains *significant and unavoidable*.

TRANS-3	**The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.**

As discussed in the Initial Study, the proposed Project is not located within two miles of a public or a private use airport, nor is it within the land use compatibility plan for any airport. Given that the Project would not generate air traffic and would not be located in close proximity to any facilities used by aircraft and since it would not be of sufficient height to interfere with typical aircraft operations, the Project would not result in changes to aircraft patterns in terms of location. Therefore, the impact would be *less than significant*.

Applicable Regulations:

- None

Significance Before Mitigation: Less than significant.

TRANS-4	**The Project could increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).**

Design and Incompatible Use Hazards

The Project includes landscaping, hardscaping, lighting, and paving improvements to the site's main entry on Serramonte Boulevard, as well as to the loop road that circles the property. The Project would not change the existing access driveways. An additional entrance/exit off of Callan Boulevard would be created to serve the medical office buildings in the southwestern corner of the Project site. In addition, the main entry road (off the Gellert and Serramonte Boulevards intersection) would be re-aligned and a new parking garage would be built. There may be a slight increase in pedestrian, bicycle, and transit activity along with the anticipated increase in vehicular travel due to the proposed Project. While as a part of the entitlement review process, a thorough review of the Project plans for consistency with the City's development standards would be performed. Municipal Code, Chapter 17.45, Design Review, outlines the design review standards by which all development proposals must adhere. Site plans would be required to consider these standards, indicating pedestrian, vehicular and service ingress/egress, and driveway widths. Additionally, all improvements would have to be implemented in accordance with the City of Daly City development and engineering standards to ensure that no hazardous circulation conditions are created as a result of implementation of the proposed Project. Even with the anticipated increase in activity in the vicinity of the project site, the project driveways would be designed according to City standards and would not cause a substantial hazardous design feature. Project development would not result in substantial hazards from design of proposed circulation features or from traffic conflicts such as traffic and pedestrian hazards.

Queuing Analysis

A hazardous condition can occur when vehicle queue that overflows the available storage for the left turn pocket, causing blockage of adjacent travel lanes blocking through traffic. A queuing analysis was performed for the following eleven (11) intersections to address this potential impact:

- Callan Boulevard & Southgate Avenue (#3) for the northbound left turn lane

- Serramonte Center North & Southgate Avenue (#4) for the westbound left turn lane
- Junipero Serra Boulevard & Southgate Avenue (#5) for the eastbound left turn lane
- Serramonte Center West & Callan Boulevard (#6) for the southbound left turn pocket
- State Route 1 Southbound Ramps & Clarinada Avenue (#7) for the westbound left turn pocket
- State Route 1 Northbound Ramps & Serramonte Boulevard (#9) for the southbound left turn lane
- Callan Boulevard & Serramonte Boulevard (#10) for the southbound and eastbound left turn pocket
- Serramonte Boulevard & Serramonte Center South Driveway (#11) for the eastbound left turn pocket
- Gellert Boulevard & Serramonte Boulevard (#12) for the eastbound and northbound left turn pockets
- Junipero Serra Boulevard & Serramonte Boulevard (#15) for the northbound left turn pocket
- Gellert Boulevard & Hickey Boulevard (#18) for the southbound left turn pocket

In addition, the following Freeway off-ramp queues were evaluated:

- SR-1 Southbound Off-Ramp to Clarinada Avenue
- SR-1 Northbound Off-Ramp to Serramonte Boulevard
- I-280 Southbound Off-Ramp to Serramonte Boulevard
- I-280 NB Off-Ramp to Hickey Boulevard

The City has no formally-adopted criterion that establishes a threshold of significance for vehicle queues at intersections. The traffic impact study identifies a significant impact as occurring at locations where Project traffic would cause the 95th percentile queue length for a left turn pocket to:

- Overflow its available queue storage compared to no project conditions;
- Cause a queue to spillback into an upstream signalized intersection; or
- Cause a no project queue already overflowing the queue storage to increase by 3 vehicles or more (75 feet).

A detailed evaluation presenting the results of the queue analysis is presented in Tables 19 to 22 of the TIA, included as Appendix F of this Draft EIR. Based on this significance standard, project-generated traffic was found to cause the following intersections to exceed the thresholds:

- State Route 1 Southbound Ramps & Clarinada Avenue
- Callan Boulevard & Serramonte Boulevard
- Serramonte Boulevard & Serramonte Center South Driveway
- Gellert Boulevard & Serramonte Boulevard
- Junipero Serra Boulevard and Serramonte Boulevard

The Project would contribute to a significant increase in the queue length as identified above at these intersections; therefore, would result in a *significant* impact.

SR-1 Southbound Ramps at Clarinada Avenue

Impact TRANS -4A: The addition of Project traffic would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measure TRANS-4A: For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.

Significance After Mitigation: Significant and unavoidable. Extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway grade, curvature, and presence of street lighting within the median. Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, the Project's impact at this location remains *significant and unavoidable*.

Callan Boulevard at Serramonte Boulevard

Impact TRANS-4B: The addition of Project traffic would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.

Significance After Mitigation: Less than significant. Implementation of TRANS-1C would reduce the queue length under Project conditions to be contained within the available queue storage and lessen the project impacts to *less than significant*.

Serramonte Boulevard at Serramonte Center South Driveway

Impact TRANS-4C: The addition of Project traffic would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.

Mitigation Measure TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following:

- Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage.
- Modify the signal timing to increase the available green time for the eastbound left turn lane.

Significance After Mitigation: Less than significant. Implementation of TRANS 4-C would reduce lessen the project impacts to *less than significant*.

Gellert Boulevard and Serramonte Boulevard

Impact TRANS-4D: The addition of Project traffic would cause the northbound left turn lane to increase by three or more vehicles under Baseline conditions for a movement already exceeding the available queue storage. Additionally, the eastbound left turn pocket in the Saturday peak hour for Cumulative conditions would overflow the available storage by approximately one vehicle for the 95th percentile queue.

Mitigation Measure TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.

Significance After Mitigation: Less than significant. Implementation of TRANS 1-A would reduce the queue for the eastbound and northbound left turn pocket during the Saturday peak hour under Baseline and Cumulative conditions to be contained within the available storage and lessen the project impacts to *less than significant*.

Junipero Serra Boulevard and Serramonte Boulevard

Impact TRANS-4E: The addition of Project traffic would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Mitigation Measure TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available.

Significance After Mitigation: Significant and unavoidable. Extending the left turn pocket at this location is not a feasible mitigation measure due to the roadway width upstream of the intersection (it would not be possible to extend the turn pocket without acquiring additional right-of-way). Additionally, this intersection is under the control of Caltrans and the City of Daly City cannot guarantee the timing of the implementation of any mitigation measure. Therefore, the Project's impact at this location remains *significant and unavoidable*.

TRANS-5 The Project would not result in inadequate emergency access.

Existing connections to the local network would remain with buildout of the Project, providing two access points on Serramonte Boulevard and one access point each on Callan Boulevard and Southgate Avenue. An additional entrance to the medical office buildings is also proposed off Callan Boulevard. The Project would involve improvements and realignment of the main ingress/egress point at Gellert and Serramonte Boulevard, and individual buildings would be accessed through the internal circulator roadway, and drive aisles within adjacent parking areas. The existing distribution and location of driveways provide adequate access to and from the site. Additionally, a thorough review would be conducted by Daly City staff during the entitlement review process to ensure that all proposed design complies with City standards as well as other requirements in the California Fire Code, and the City's Development Standards in the Municipal Code, and the California Vehicle Code. The Project would be designed to ensure that adequate access for emergency vehicles is provided. Therefore, considering that buildout of the Project would not involve major modifications to existing access driveways, impacts to emergency vehicle access would be *less than significant*.

Applicable Regulations:

- Daly City General Plan
- Daly City Municipal Code
- California Vehicle Code
- California Fire Code

Significance Before Mitigation: Less than significant.

TRANS-6	**The Project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

The following discusses potential impacts with the Project related to transit, bicycle, and pedestrian modes or travel.

Transit

The Project serves as one of the key transit hubs in SamTrans' transit network in San Mateo County with seven routes directly serving the Project site. As part of the Project, the location and access to the on-site transit hub would be relocated approximately 250 feet to the south. The new location would reduce the distance buses have to travel to access the station. This in turn would reduce the time needed to enter and exit the transit hub which is in keeping with Policy 8 from the City's General Plan which requires consideration of mechanisms to reduce transit vehicle headways. Given the anticipated improvement to transit vehicle headways and the Project not interfering with an effective transit system, the Project's would not conflict with policies and plans related to transit and a *less-than-significant* impact would occur.

Bicycle

A qualitative assessment was conducted to determine the Project's potential impacts on bicyclists and bicycle facilities. The City of Daly City's Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard. This bicycle facility would fill the gap between Gellert Boulevard and Junipero Serra Boulevard connecting the Project to the Town of Colma. The Project would not make changes to the existing roadway such that the Class III bicycle route could not be implemented. Therefore, the Project does not conflict with the City's policy to install bicycle facilities throughout the City according to the Bicycle Master Plan.

New trips generated by the Project are expected to be greater than 400 trips in the weekday AM peak hour, greater than 800 trips in the weekday PM, and greater than 900 trips in the Saturday peak hours. The increase in vehicle trips has the potential to increase conflicts between bicyclists and motor vehicles. However, the only new driveway being added is at the Callan Boulevard and Clarinada Avenue intersection which an all-way stop controlled intersection and all existing accesses are either stop or signal controlled intersections. As such, the Project would not present significant barriers to bicyclists since it is not increasing the number of conflict points along the main access roads. Therefore, a *less-than-significant* impact would occur.

Pedestrian

A qualitative assessment was conducted to determine the Project's potential impacts on pedestrians and pedestrian facilities. Vehicle trips generated by the Project are expected to be greater than 400 trips in the weekday AM peak hour, greater than 800 trips in the weekday PM, and greater than 900 trips in the Saturday peak hours. Three existing Project access driveways are either signal controlled or all-way stop controlled intersections. The increase in Project trips at these existing access driveway locations is not expected to increase conflicts since pedestrians either have the right-of-way or their own signal indication.

The fourth existing access driveway to access the main mall area, Callan Boulevard and Serramonte Center West, is two-way stop controlled without any marked crosswalks. A proposed (fifth) access driveway, exclusively for the medical offices at the intersection of Callan Boulevard and Clarinada Avenue, would be an all-way stop controlled without any marked crosswalks under existing conditions. The increase in vehicle trips at these two intersections has the potential to increase pedestrian and motor vehicle interactions. The lack of marked crosswalks at these intersections under existing conditions have the potential to increase pedestrian and vehicle conflicts if marked crosswalks are not implemented with the construction of the new approach for the Project's medical office space. Therefore, a *significant* impact related to pedestrian circulation at these two access driveways.

Impact TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.

> **Mitigation Measure TRANS-6A:** Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Serramonte Center West.
>
> **Significance After Mitigation:** Less than significant. Implementation of Mitigation Measures TRANS-6A would improve pedestrian visibility and reinforce the pedestrian's right-of-way. The mitigation would lessen the Project impacts to *less than significant*.

Impact TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.

> **Mitigation Measure TRANS-6B:** Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Clarinada Avenue.
>
> **Significance After Mitigation:** Less than significant. Implementation of Mitigation Measures TRANS-6B would improve pedestrian visibility and reinforce the pedestrian's right-of-way. The mitigation would lessen the Project impacts *to less than significant*.

TRANS-7 The Project would not result in inadequate parking capacity.

The Project is proposed to provide a total of 4,635 parking spaces which includes a garage which provides 879 net new parking spaces for all land uses except the medical offices upon project build out. The medical offices will have their own parking area since its parking cannot be shared with the rest of Serramonte Center due to its location. This parking analysis

assessed the adequacy of the proposed number of parking spaces (4,635) based on the City's parking requirements as well as the parking demand estimation according to *Parking Generation* (4th edition) published by the Institute of Transportation Engineers (ITE). Due to the mixed-use nature of the Project, there are ample opportunities for shared parking as well as internal trip-making that would likely be conducted on foot rather than by vehicles.

Existing Parking

Serramonte Center currently provides 4,434[4] marked on-site parking spaces for its existing land uses. A summary of the parking data collected on Saturday, September 27, 2014 and on Wednesday, October 1, 2014 during the midday peak hour (12:00 to 1:00 p.m.) is shown in Table 4.13-12.

TABLE 4.13-12 EXISTING PARKING SUMMARY

	Wednesday	Saturday
Existing Marked Parking Supply	4,434	4,434
Existing Parking Occupancy	1,406	2,416
Existing Occupancy Rate	31.7%	54.5%

Source: Kittelson & Associates, Inc. 2014.

The parking data shows a 31.7 percent occupancy rate on the weekday and a 54.5 percent occupancy rate on the weekend for the marked parking spaces. With these occupancy percentages, the current Shopping Center has adequate parking supply to accommodate typical weekday and weekend parking demands. There could be a temporary increase to peak parking demands beyond typical weekday and weekend parking demands during major holidays (i.e. Christmas, and Thanksgiving weekend); however, these increases would be temporary and occur only during major holidays.

Proposed Land Uses

A review of the parking requirement and estimated parking demand for each of the existing, displaced, and proposed land uses is shown in Table 4.13-13. For this assessment, the Medical/Dental Office was isolated because it is located in a separate area from the remainder of the Serramonte Center uses with a limited potential for shared parking. The medical/dental office would require about 290 parking spaces in its own lot based on the estimated demand.

Parking Demand

Parking demand for the Project was estimated by taking the existing parking occupancy and adding the trips associated with the proposed new land uses and subtracting the trips associated with the displaced land uses. ITE's *Parking Generation Manual*

[4] There is also space available to accommodate up to 343 additional parking spaces in areas that are currently not marked. Therefore, the maximum capacity under existing conditions if all parking spaces were marked is 4,777 spaces.

TABLE 4.13-13 PROPOSED LAND USE PROGRAM

Land Use Program	Size (SF)	Parking Demand				Proposed City Parking Requirement	
		Weekday		Saturday			
		Rate	Spaces[a]	Rate	Spaces[a]	Ratio	Spaces
Existing Land Uses							
Parking Demand	*883,000[b]*		*1,406[c]*		*2,416[c]*	*3.5*	*3,091*
Displaced Land Uses							
Shopping Center	23,500	2.55	-43	2.87	-49	3.5	-82
Health/Fitness Club	25,000	5.27	-56	2.89	-57	3.5	-88
Tire Store	7,200	4.17	-22	4.17	-21	3.5	-25
Restaurant	5,300	10.6	-35	13.5	-42	3.5	-19
Parking Demand	*61,000*		*-156*		*-169*		*-214*
Proposed New Land Uses							
Health/Fitness Club	20,000	5.27	45	2.89	45	3.5	70
Dave & Busters	40,000	2.86	30	5.71	58	3.5	140
Shopping Center	225,000	2.55	413	2.87	465	3.5	788
Restaurant	12,000	10.6	80	13.5	95	3.5	42
Supermarket	35,000	3.78	95	3.92	89	3.5	123
Movie Theater	47,000 sf (1,043 seats)	36.2[d]	228	36.2[d]	228	1 per 6 seats	174
All Suite Hotel	75,000 sf (150 rooms)	0.93[e]	41	0.83[e]	112	1 per 1 room & 1 per 300ft[c] lobby	175
Medical/Dental Office[e]	65,000	3.2	132	0	0	1 per 300 ft[c] up to 21 KSF and 1 per 200 ft[c] thereafter	228
Parking Demand	*519,000*		*932*		*1,092*		*1,512*
Total Parking Demand	*1,463,000*		*2,182*		*3,339*		*4,389*

a. Reductions for peak hour, mode split, and internalization have been applied.
b. Existing square footage does not include vacant Wachovia (3,000 square feet) which is currently not generating parking demand.
c. The existing parking demand is from the parking data collection from September/October 2014.
d. The parking generation rate for a Movie Theater is based on the number of screens.
e. The parking generation rate for an All Suite Hotel is based on the number of rooms.
f. The Medical/Dental Office land use is not included in the total, as it is located off-site.
Source: Kittelson & Associates, Inc., 2014.

provides parking generation rates for various land uses. Similar to trip generation, these rates were applied to the land uses for the proposed Project and to the displaced land uses to estimate the net new parking demand associated with the Project. Adjustments were applied to these values to account for the midday peak hour, mode-split and internalization, as was done for the trip generation per the City. A summary of the parking demand estimate for the Project is shown in Table 4.13-12.

As shown in this table, there would be sufficient parking provided by the Project to meet the estimated parking demand associated with the Project during typical weekday and weekend midday peak hours since there are 4,635parking spaces provided upon completion of the Project.

City Parking Requirement

The Project Applicant is requesting a parking ratio of a minimum 3.5 spaces per 1,000 square feet of proposed development which has been used as guidance for this parking analysis for retail land uses. The hotel land use applies a parking ratio of one space per room and one space per 300 square feet of lobby. The movie theater land use applies one space per six seats. Based on these rates, the parking supply that would be required by the City is shown in Table 4.13-14.

TABLE 4.13-14 PARKING RATIOS AND REQUIRED SPACES

Program	Parking Ratio	Parking Spaces
Hotel – 150 rooms (plus 7,500 SF of lobby)	1 per room & 1 per 300 SF lobby	175
Theater – 1,043 seats	1 per 6 seats	174
All else - 1,154,000 SF*	3.5 per 1,000 SF	4,040
Total Parking Required		*4,389*
Parking Provided		*4,635*
Parking Surplus		*246*

Note: SF = square feet.
* Does not include Medical/Dental Office land use in the total since it is located off-site.
Source: Kittelson & Associates, Inc., 2014.

As shown in Table 4.13-14, the proposed Project requires 4,389 parking spaces. The site plan currently shows that the development will provide 4,635 parking spaces, which would result in a parking space overage of about 246 spaces. Using the City's zoning ordinance for off-street parking requirements, the medical offices fit most closely into the banks, business, and professional offices category. The category requires one space for every 300 square feet for the first 21,000 square feet of gross floor area and one space for every 200 square feet thereafter. Based on these requirements, the 65,000 square feet of medical offices will require 290 parking spaces once it is built. Therefore, with a total of 4,635 parking spaces, the Project would provide adequate parking and the impact would be *less than significant*.

Applicable Regulations:

- Daly City Municipal Code

Significance Before Mitigation: Less than significant.

4.13.4 CUMULATIVE IMPACTS

TRANS-8	**The proposed Project, in combination with past, present and reasonably foreseeable projects, would result in a significant cumulative impacts with respect to transportation and traffic.**

Cumulative Conditions (2035)

This section describes cumulative conditions of how the Project would operate at buildout in combination with the growth and changes of the surrounding community by the year 2035.

Planned Development and Improvements[5]

The land use and roadway network assumptions for the Cumulative Conditions are based on the City Model for the 2035 horizon year. It includes all the planned developments and improvements identified under Baseline Conditions and those identified in the Daly City General Plan. Improvements affecting the project area that were included in the cumulative no project scenarios include:

- Signalization of the SR-1 SB Ramps and Clarinada Avenue intersection
- Signalization of the SR-1 NB Ramps and Serramonte Boulevard intersection
- Signalization of the Callan Boulevard and Serramonte Boulevard intersection

Cumulative Intersection Operations

The peak hour intersection turning movement volumes and lane configurations for Cumulative Conditions with and without the Project are provided in Appendix 2 of the TIA. This information was used to calculate the level of service and identify potential impacts of the analysis intersections based on the significance thresholds. The level of service results are summarized in Table 4.13-15, Table 4.13-16, and Table 4.13-17 and the detailed calculation worksheets are provided in Appendix 3 of the TIA.

Access to the medical offices in the plus Project conditions was assumed to occur via a new eastern leg to the intersection of Callan Boulevard and Clarinada Avenue.

[5] Please note that although these are planned improvements, it does not preclude the applicant/developer from contributing their fair share of costs and/or fees as determined by the City of Daly City that may apply.

TABLE 4.13-15 INTERSECTION WEEKDAY AM PEAK HOUR CUMULATIVE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	10.2	B	10.2	B
2	Sullivan Avenue	Southgate Avenue	Signalized	16.7	B	16.9	B
3	Callan Boulevard	Southgate Avenue	AWSC	20.2	C	23.2	C
4	Serramonte Center North	Southgate Avenue	AWSC	12.8	B	14.2	B
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	17.2	B	18.7	B
6	Callan Boulevard	Serramonte Center West	TWSC	1.9 (12.5)	A (B)	2.6 (13.9)	A (B)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	10	A	10.5	B
8	Callan Boulevard	Clarinada Avenue	AWSC	24.1	C	32.8	D
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	40	D	43.1	D
10	Callan Boulevard	Serramonte Boulevard	Signal	24.4	C	29.5	C
11	Serramonte Center South	Serramonte Boulevard	Signalized	7.5	A	8	A
12	Gellert Boulevard	Serramonte Boulevard	Signalized	20.2	C	20.7	C
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	7.9	A	8	A
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	1.7	A	1.8	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	36.8	D	37.9	D
16	El Camino Real	Serramonte Boulevard	Signalized	28.4	C	28.6	C
17	Callan Boulevard	Hickey Boulevard	Signalized	28.8	C	29.1	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	28.1	C	28.7	C
19	I-280 SB Ramps	Hickey Boulevard	Signalized	10.6	B	10.6	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	28.4	C	28.6	C

Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-16 INTERSECTION WEEKDAY PM PEAK HOUR CUMULATIVE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	15.9	B	15.9	B
2	Sullivan Avenue	Southgate Avenue	Signalized	20.2	C	20.9	C
3	Callan Boulevard	Southgate Avenue	AWSC	34.6	D	**39.8**	**E**
4	Serramonte Center North	Southgate Avenue	AWSC	19.5	C	33.8	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	17.1	B	22.1	C
6	Callan Boulevard	Serramonte Center West	TWSC	4.4 (16.7)	A (C)	10.3 (36.3)	B (E)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	20.8	C	23.8	C
8	Callan Boulevard	Clarinada Avenue	AWSC	17.1	C	32.7	D
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	40.7	D	46.2	D
10	Callan Boulevard	Serramonte Boulevard	Signal	23.5	C	24.7	C
11	Serramonte Center South	Serramonte Boulevard	Signalized	12.5	B	14.4	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	42.2	D	49.6	D
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	14.2	B	15.6	B
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	4.2	A	4.4	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	70.7	E	75.6	E
16	El Camino Real	Serramonte Boulevard	Signalized	47.6	D	49.8	D
17	Callan Boulevard	Hickey Boulevard	Signalized	34.8	C	35.4	D
18	Gellert Boulevard	Hickey Boulevard	Signalized	42.6	D	43.7	D
19	I-280 SB Ramps	Hickey Boulevard	Signalized	17.1	B	17.1	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	45.8	D	46.7	D

Notes: **Bold** indicate unacceptable LOS.
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-17 INTERSECTION SATURDAY MIDDAY PEAK HOUR CUMULATIVE CONDITIONS

				Baseline		Baseline Plus Project	
	North/South Street	East/West Street	Control	Delay	LOS	Delay	LOS
1	Sullivan Avenue	I-280 SB On-Ramp	Signalized	7.8	A	7.8	A
2	Sullivan Avenue	Southgate Avenue	Signalized	16.2	B	16.7	B
3	Callan Boulevard	Southgate Avenue	AWSC	13.9	B	17.3	C
4	Serramonte Center North	Southgate Avenue	AWSC	16.3	C	27.0	D
5	Junipero Serra Boulevard	Southgate Avenue	Signalized	34.0	C	53.9	D
6	Callan Boulevard	Serramonte Center West	TWSC	5.4 (15.8)	A (C)	11.9 (34.3)	B (D)
7	SR-1 SB Ramps	Clarinada Avenue	Signal	14.3	B	15.3	B
8	Callan Boulevard	Clarinada Avenue	AWSC	14.0	B	18.9	C
9	SR-1 NB Ramps	Serramonte Boulevard	Signal	35.5	D	43.0	D
10	Callan Boulevard	Serramonte Boulevard	Signal	33.5	C	38.2	D
11	Serramonte Center South	Serramonte Boulevard	Signalized	15.3	B	19.7	B
12	Gellert Boulevard	Serramonte Boulevard	Signalized	85.0	F	**109.1**	**F**
13	I-280 SB Ramps	Serramonte Boulevard	Signalized	31.2	C	38.4	D
14	I-280 NB Ramps	Serramonte Boulevard	Signalized	5.0	A	5.5	A
15	Junipero Serra Boulevard	Serramonte Boulevard	Signalized	89.5	F	**94.3**	**F**
16	El Camino Real	Serramonte Boulevard	Signalized	102.0	F	**105.6**	**F**
17	Callan Boulevard	Hickey Boulevard	Signalized	29.5	C	30.3	C
18	Gellert Boulevard	Hickey Boulevard	Signalized	50.3	D	**58.1**	**E**
19	I-280 SB Ramps	Hickey Boulevard	Signalized	14.5	B	14.5	B
20	I-280 NB Ramps	Hickey Boulevard	Signalized	44.5	D	45.7	D

Notes: **Bold** indicate unacceptable LOS.
Source: Kittelson & Associates, Inc., 2014.

Signalized Intersections

Under the Cumulative plus Project conditions, the addition would result in *significant* impacts at the following intersections:

- Serramonte Boulevard and Gellert Boulevard intersection
- Serramonte Boulevard and Junipero Serra Boulevard
- El Camino Real and Serramonte Boulevard
- Gellert Boulevard and Hickey Boulevard

Serramonte Boulevard and Gellert Boulevard

Impact TRANS-8A: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8A: Implementation of Mitigation Measure TRANS-1A.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measures TRANS-1A would improve the operation of this intersection during Saturday peak hour to a *less- than-significant* level.

Serramonte Boulevard and Junipero Serra Boulevard

Impact TRANS-8B: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measures TRANS-8B would improve the operation and lessen the project impacts to less than significant; however, because this intersection is under the Town of Colma's jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*

Serramonte Boulevard and El Camino Real

Impact TRANS-8C: The Project would cause the intersection delay for an intersection already operating at LOS F to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8C: Optimize the traffic signal timing.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measures TRANS-8C would improve the operation and lessen the project impacts to less than significant; however, because this intersection is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable*

Gellert Boulevard and Hickey Boulevard

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

Mitigation Measure TRANS-8D: The following shall be implemented:

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

Significance After Mitigation: Less than significant. Implementation of Mitigation Measure TRANS-8D would improve the operations to LOS D in the Saturday peak hour and lessen impacts to a *less-than-significant* level.

Unsignalized Intersections

All unsignalized intersections in 2035 are projected to operate at acceptable levels under the Cumulative No Project scenario, with the exception of the following intersection, which would result in a *significant* impact.

- Callan Boulevard and Southgate Avenue

The addition of Project traffic at the two-way stop control intersection of Serramonte Center West and Callan Boulevard would degrade the worst approach to LOS E in the weekday PM peak hour. However, the overall intersection LOS remains at an acceptable LOS B so there would be a *less-than-significant* impact at this location.

Callan Boulevard and Southgate Avenue

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

Mitigation Measure TRANS-8E: Install a actuated uncoordinated traffic signal.

Significance After Mitigation: Less than significant. Implementation of Mitigation Measure TRANS-8E would improve the operations to LOS A in the weekday PM peak hour and lessen impacts to a *less-than-significant* level.

Freeway Operations

Traffic forecasts for Year 2035 conditions were extracted at the selected freeway segments from the most current version of the C/CAG Model. The forecasts differ from those applied to the intersection analysis in that no adjustments or changes were made to the Model. Consequently, the CMP analysis results do not account for land use developments or roadway improvements not already in the model. The Plus Project forecasts at the freeway segments were derived by manually adding the project-generated traffic developed using the Daly City Model to the No Project forecasts.

The weekday AM peak hour, PM peak hour, and Saturday peak hour freeway operations are presented in Table 4.13-18, Table 4.13-19, and Table 4.13-20, respectively. Detailed calculation worksheets are provided in Appendix 6 of the TIA. The results indicate that the weaving segment of I-280 southbound between SR-1 and Serramonte Boulevard would operate

TABLE 4.13-18 FREEWAY CUMULATIVE AM PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,351	25.6	C	6,357	25.7	C	No	No
I-280 North of SR-1	Mainline	E	8,085	23.0	C	8,086	23.0	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,290	16.3	B	4,303	16.3	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,409	21.4	C	5,415	21.4	C	No	No
I-280 North of SR-1	Mainline	E	10,282	26.1	D	10,308	26.2	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,076	10.5	A	2,079	10.5	A	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	10,343	46.1	E	10,386	46.7	E	No	No
	Leisch			N/A	F		N/A	F		

a. Volume = vehicles per hour (vph).
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.
c. LOS = Level of Service.
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-19 FREEWAY CUMULATIVE PM PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant Impact?
			Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	6,428	24.0	C	6,446	24.1	C	No	No
I-280 North of SR-1	Mainline	E	7,607	18.6	C	7,610	18.6	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,509	17.1	B	4,532	17.2	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	6,000	22.4	C	6,068	22.7	C	No	No
I-280 North of SR-1	Mainline	E	11,975	34.3	D	12,028	34.6	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,635	13.3	B	2,662	13.5	B	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	9,908	-	F	9,962	-	F	**Yes**	**Yes**
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.
a. Volume = vehicles per hour (vph).
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.
c. LOS = Level of Service.
Source: Kittelson & Associates, Inc., 2014.

TABLE 4.13-20 CUMULATIVE SATURDAY PEAK HOUR CONDITIONS

Location	Analysis Type	Standard	No Project			Plus Project			Increase Demand or V/C Ratio by 1%	Significant?
			Volume[a]	Density[b]	LOS[c]	Volume[a]	Density[b]	LOS[c]		
Northbound										
I-280 South of Hickey Blvd.	Mainline	D	5,816	21.6	C	5,835	21.7	C	No	No
I-280 North of SR-1	Mainline	E	7,726	19.5	C	7,729	19.6	C	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	4,370	16.6	B	4,394	16.7	B	No	No
Southbound										
I-280 South of Hickey Blvd.	Mainline	D	5,443	20.3	C	5,515	20.6	C	No	No
I-280 North of SR-1	Mainline	E	9,269	27.9	D	9,326	28.2	D	No	No
SR-1 South of Serramonte Blvd.	Mainline	E	2,289	11.6	B	2,314	11.7	B	No	No
I-280 SB between SR-1 and Serramonte Blvd.	Weave	D	9,107	-	F	9,166	-	F	**Yes**	**Yes**
	Leisch			N/A	F		N/A	F		

Note: **Bold** indicates significant impacts.
a. Volume = vehicles per hour (vph).
b. Density = passenger car per mile per lane (pc/m/ln); Leisch method does not use density; Density not available when V/C exceeds 1.0.
c. LOS = Level of Service.
Source: Kittelson & Associates, Inc., 2014.

below standard in all three analysis periods. However, the project only causes an increase greater the 0.01 in the weekday PM and Saturday peak hours resulting in the weekday AM peak hour not being significantly impacted by the project.

I-280 Southbound between SR-1 and Serramonte Boulevard

Impact TRANS-8F: The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.

Mitigation Measure TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.

Significance After Mitigation: Significant and unavoidable. Construction of these improvements would likely reduce the project's impact to less than significant; however, because this segment intersection is under Caltrans' jurisdiction, the implementation and timing of this Mitigation Measure are not under the City's control. Therefore, this impact would remain *significant and unavoidable.*

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