



State Clearinghouse Number: 2014052029



Serramonte Shopping Center Expansion Project Final EIR for the City of Daly City



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May 2015 | Public Review Draft

Serramonte Shopping Center Expansion Project Final EIR

for the City of Daly City

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1. Introduction

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This document provides responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed Serramonte Shopping Center Expansion Project. The Draft EIR identified significant impacts associated with the proposed Project, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR, will constitute the Final EIR if the Daly City City Council certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. This Final EIR has been prepared to respond to comments received on the Draft EIR. A Notice of Preparation of an EIR was issued by the City on May 9, 2014 for a required 30-day review period. The Draft EIR was made available for public review from Friday, March 20, 2015 through Tuesday, May 5, 2015. The Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the availability of the Draft EIR. Copies of the Draft EIR were made available for review to interested parties at:

- City of Daly City – City Hall at 333 90th Street, Daly City, CA 94015
- Serramonte Main Library, 40 Wembley Drive, Daly City, CA 94015
- The City's website at <http://www.dalycity.org/sscdeir>.

The 45-day public comment period ended on May 5, 2015. Copies of all written comments received on the Draft EIR are contained in this document. These comments and responses to these comments are laid out in Chapter 5, Comments and Responses, of this Final EIR.

This Final EIR will be presented at a Planning Commission hearing at which the Commission will advise the City Council on certification of the EIR as a full disclosure of potential impacts, mitigation measures, and alternatives.

However, the Planning Commission will not take final action on the EIR or the proposed Project. Instead, the City Council will consider the Planning Commission's recommendations on the Final EIR and the proposed Project during a noticed public hearing, and will make the final action with regard to certification of the Final EIR. The City Council is currently scheduled to certify the Final EIR at a public hearing in June 2015.

INTRODUCTION

1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- **Chapter 1: Introduction.** This chapter discusses the use and organization of this Final EIR.
- **Chapter 2: Executive Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR.
- **Chapter 3: Revisions to the Draft EIR.** Additional corrections to the text and graphics of the Draft EIR are contained in this chapter. Double-underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters.** Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- **Chapter 5: Comments and Responses.** This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

2. Executive Summary

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

This chapter presents an overview of the proposed Serramonte Shopping Center Expansion Project, herein referred to as the “Project.” This executive summary also provides a summary of the alternatives to the Project, identifies issues to be resolved, areas of controversy, and conclusions of the analysis contained in Chapter 4.0, Sections 4.1 through 4.14 of this Draft Environmental Impact Report (Draft EIR). For a complete description of the Project, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the Project, see Chapter 6, Alternatives to the Project, of this Draft EIR.

~~This~~ The Draft EIR addresses the environmental effects associated with implementation of the Project. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report is a public document designed to provide the public, local, and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

~~This~~ The Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) in order to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Daly City, as the Lead Agency, has reviewed and revised as necessary all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical subconsultant reports. Information for ~~this~~ the Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, geotechnical and transportation and traffic).

2.1 INTRODUCTION

The Daly City Serramonte Center, LLC (“Applicant”) is proposing to expand the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail, entertainment and restaurant space, a 75,000 square foot hotel, and a 65,000 square foot medical building. Additionally, a 348,000 square foot above-ground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center.

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The principle components of the Project include:

- **Demolition and Site Preparation.** The proposed renovations would require grading, demolition, and roadway realignments throughout most of the five phases. Phase one would include 22,000 square feet of demolition of the west wing. Phase three would include demolition of 15,545 square feet of retail space of the southeast quadrant. Phase four would include demolition of 12,500 square feet in the northwest quadrant.
- **Retail and Commercial Components.** The existing Shopping Center currently accommodates four anchor stores that are expected to remain in their existing locations. A 226,000 square-foot Macy's is located at the northern end of the Shopping Center, a 160,000 square-foot Target store to the south, a 83,000 square-foot Dick's Sporting Goods to the west, and a 75,000 square-foot JC Penney to the east. The Project proposes the following renovations, expansions, and demolition taking place over ten years:
 - **New Entertainment Building for Dave and Buster's** would include a 40,000 square-foot Dave & Busters, 30,500 square feet of ancillary retail and restaurant use, and demolition of 22,000 square feet, for a net new total of 48,500 gross leasable area (GLA).
 - **Cinema Complex** would include a 47,000 square-foot cinema, and 2,955 square feet of demolition, totaling 44,045 square feet of net new GLA.
 - **Restaurant (East Side)** would include 12,000 square feet of restaurant space outside of Macy's.
 - **Parking Garage** would include a 348,000 square-foot (1,080 spaces) parking garage between the west entrance of Macy's and the proposed Cinema Complex.
 - **Retail (Southeast Quadrant)** would include 89,600 square feet of retail space in the southeast quadrant of the Project site, and 15,545 square feet of demolition.
 - **Retail (Southwest Quadrant)** would include 78,000 square feet of retail space.
 - **5-Story Hotel** would include a 75,000 square-foot five-story hotel at the northern end of the Project site.
 - **Retail (Northwest Quadrant)** would include 84,500 square feet of retail, and 12,500 square feet of demolition, totaling 72,000 square feet of net new GLA.
 - **Medical Office Building** would include a 65,000 square-foot medical building at the southwest area of the Project site at the corners of Serramonte and Callan Boulevards.
- **Aesthetics.** The newly renovated Shopping Center would incorporate designs that blend in with adjacent elevations and with a new color scheme that would be applied to the entire Shopping Center. The freestanding buildings would be designed to suit the requirements of specific tenants; however, the exterior of the buildings would consist of smooth and textured stucco in various colors, colored concrete panels, multi-colored brick veneers, stone, tile, and concrete masonry (CMU) block. The retail storefronts would primarily consist of aluminum framing, in-filled with tinted glass.
- **Parking.** Existing surface lots would be repaved in some locations throughout the five phases. Phase one would also include construction of a new 348,000 square-foot parking garage west of Macy's, and at buildout would include 1,080 parking spaces.
- **Vehicle Circulation.** Existing vehicular access to the Project site would remain the same, with two entrances off Serramonte Boulevard, one off Callan Boulevard, and one at Southgate Avenue. Proposed improvements would include realignment of the main entrance at Gellert Boulevard and Serramonte Boulevard, as well as aesthetic improvements to Loop Road.

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- **Stormwater.** The Project would stay connected to the City of Daly City stormwater drain system.
- **Landscaping.** Proposed landscape improvements would include removal of several mature trees; however, any removal would be done in accordance with the City of Daly City's Municipal Code with regards to replacement trees. The Project also proposes improvements to landscape, hardscape, signage, and lighting along Loop Road to provide improved circulation.
- **Water Supply.** The existing water supply infrastructure would be preserved in place and extensions would be installed to supply water to the proposed free-standing building.
- **Sanitary Sewer Service.** The existing sanitary sewer infrastructure would be preserved in place and extensions would be installed to channel effluent from the proposed free-standing building.
- **Utilities.** The existing utility infrastructure would be preserved in place and extensions would be installed to provide electricity and natural gas to the proposed freestanding building.

2.2 ENVIRONMENTAL PROCEDURES

This The Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the CEQA statute and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

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2.2.1 EIR FORMAT

This The Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes Project location, overview, and environmental consequences that would result from implementation of the Project, describes recommended mitigation measures, and indicates level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview of the Draft EIR document.
- **Chapter 3: Project Description.** Describes the Project in detail, including the Project site location and characteristics, Project objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Analysis.** Provides a description of the existing environmental setting, an analysis of the potential direct, indirect, and cumulative environmental impacts of the Project, and presents recommended mitigation measures intended to reduce their significance.
- **Chapter 5: Significant Unavoidable Adverse Impacts.** Describes the significant unavoidable adverse impacts of the Project.
- **Chapter 6: Alternatives to the Project.** Considers two Alternatives to the Project, including the CEQA-required “No Project Alternative.”
- **Chapter 7: CEQA Mandated Sections.** Discusses growth inducement, unavoidable significant effects, and significant irreversible changes as a result of the Project.
- **Chapter 8: Organizations and Persons Consulted.** Identifies the preparers of the Draft EIR.
- **Appendices:** The appendices for this document the Draft EIR contain the following supporting documents:
 - Appendix A: Initial Study
 - Appendix B: Notice of Preparation and Scoping Comment
 - Appendix C: Air Quality and Greenhouse Gas Background and Modeling Data
 - Appendix D: Health Risk Assessment
 - Appendix E: Noise Monitoring Data
 - Appendix F: Transportation Impact Analysis
 - Appendix G: Water Supply Assessment

2.2.2 TYPE AND PURPOSE OF THIS THE EIR

This The Draft EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) with the City of Daly City as the Lead Agency. This The Draft EIR assesses the potential environmental consequences of implementing the Project, and identifies Mitigation Measures and Alternatives to the Project that would avoid or reduce significant impacts. This The Draft EIR is intended to inform City decision-makers, other responsible agencies, and the general public as to the nature of the Project’s potential impacts.

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2.3 PROJECT LOCATION

The Project site is located in Daly City, California, approximately two miles south of San Francisco. Regional vehicular access to the Project site is provided by Interstate 280 (I-280) and State Route 1 (SR 1). The Project site is surrounded by roadways and does not directly abut any adjacent properties. The site is bounded by Southgate Avenue to the north, I-280 to the east, Serramonte Boulevard to the south, and Callan Avenue to the west.

2.4 PROJECT SUMMARY

The Project would include renovating and expanding the existing Shopping Center through five phases of construction over the course of approximately ten years. At buildout, the Shopping Center would result in the addition of 328,600 square feet of retail and restaurant space, including a new 47,000 square-foot (10-screen) cinema, a 75,000 square-foot hotel, and a 65,000 square-foot medical building. Additionally, a 348,000 square-foot aboveground parking garage with 1,080 parking spaces would be constructed on the northwestern side of the Shopping Center. A proposed site plan can be seen on Figure 3-3 in Chapter 3, Project Description, of this Draft EIR.

2.5 SUMMARY OF PROJECT ALTERNATIVES

This The Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of three Alternatives are analyzed in detail, including the CEQA-required “No Project Alternative.” They are listed below, and each is described and analyzed in Chapter 6, Alternatives to the Project, of this Draft EIR.

2.5.1 NO-PROJECT ALTERNATIVE

Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this Alternative assumes re-occupancy of the existing buildings in their current condition.

2.5.2 REDUCED INTENSITY ALTERNATIVE

Under the Reduced Intensity Alternative, the overall intensity of the Project components would be reduced by 25 percent over what is proposed under the Project. Table 6-1 shows the amount of development that could occur under this alternative.

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2.6 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the Project, the major issues to be resolved include decisions by the City of Daly City, as Lead Agency, related to:

- Whether ~~this~~ the Draft EIR adequately describes the environmental impacts of the Project.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified Mitigation Measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the Project besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the Project that would substantially lessen any of the significant impacts of the Project and achieve most of the basic objectives.

2.7 AREAS OF CONTROVERSY

The City of Daly City issued a Notice of Preparation (NOP) for the EIR on May 9, 2014 and held a scoping meeting on May 21, 2014 to receive scoping comments. The scoping period for this EIR ran from May 9, 2014 through June 9, 2014, during which time responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on transportation and traffic. Comments received during the public scoping period, including the May 21 scoping meeting, are included in Appendix B.

To the extent that these issues have environmental impacts and to the extent that analysis is required under CEQA, they are addressed in Sections four through seven of ~~this~~ the Draft EIR.

2.8 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance.

The Project has the potential to generate significant environmental impacts in a number of areas. Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapters 4, Sections 4.1 through 4.14. The table is arranged in four columns: 1) environmental impacts, 2) significance prior to mitigation, 3) mitigation measures, and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapters 4.0, Sections 4.1 through 4.14.

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AESTHETICS			
AES-1: The Project would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2: The Project would not substantially damage scenic resources, including but not limited to, trees rock outcroppings, and historic buildings within a state scenic highway.	LTS	N/A	N/A
AES-3: The Project would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
AES-4: The Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	LTS	N/A	N/A
AES-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
AIR-1: Construction and operation of the Project could conflict with or obstruct implementation of the applicable air quality plan.	S	<p>AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division. A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.</p> <p>AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:</p>	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
	<ul style="list-style-type: none"> ■ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month. ■ Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month. ■ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service. ■ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as the options above. <p>The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> ■ Preferential carpool parking. ■ Flexible work schedules for carpools. ■ Telecommute and/or flexible work hour programs. ■ Car-sharing program (e.g., Zipcar). <p>The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.</p>	<p>AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this requirement.</p>	

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-2: Construction activities would generate fugitive dust during ground-disturbing activities that has the potential to exceed BAAQMD significance thresholds unless BMPs are implemented.	S	<p>AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ■ Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible. ■ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ■ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ■ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust. ■ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. ■ Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas. ■ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.) ■ Limit vehicle traffic speeds on unpaved roads to 15 mph. ■ Replant vegetation in disturbed areas as quickly as possible. ■ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. ■ The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. 	LTS
AIR-3: Operation of the Project could violate air quality standards or contribute substantially to an existing or projected air quality violation.	S	AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1- <u>3C</u> would reduce operational air quality impacts.	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
AIR-4: Construction and operation of the Project would cumulatively contribute to the non-attainment designations of the SFBAAB without implementation of construction BMPs.	S	AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS
AIR-5: Construction of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-6: Operation of the Project would not expose sensitive receptors to substantial concentrations of air pollution.	LTS	N/A	N/A
AIR-7: Implementation of the Project would not create or expose a substantial number of people to objectionable odors.	LTS	N/A	N/A
AIR-8: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to air quality emissions.	S	AIR-8: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.	LTS
BIOLOGICAL RESOURCES			
BIO-1: Proposed development could result in inadvertent loss of bird nests in active use, which would conflict with the federal MBTA and California Fish and Game Code if adequate controls and preconstruction surveys are not implemented.	S	<p>BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the following:</p> <ul style="list-style-type: none"> ▪ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition. ▪ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within 	LTS

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
		<p>seven calendar days of the survey.</p> <ul style="list-style-type: none"> ▪ Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition. ▪ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passerines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife. ▪ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. ▪ No restrictions on grading or construction activities outside the prescribed buffer zone are required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area. ▪ Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed. ▪ A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of San Leandro prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed. 	
BIO-2: The Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife sites.	LTS	N/A	N/A

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TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
BIO-3: The Project would not conflict with any local ordinances or policies protecting biological resources, such as tree preservation policy or ordinance.	LTS	N/A	N/A
BIO-4: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
CULTURAL RESOURCES			
CULT-1: During construction, the Project could result in the discovery or disturbance of an archaeological resource; therefore, resulting in a substantially adverse change in an archaeological resource.	S	<p>CULT-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> ▪ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-internment of the remains. ▪ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area. 	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
CULT-2: The Project would not directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.	LTS	N/A	N/A
CULT-3: During construction, the Project could result in the discovery or disturbance of human remains; therefore, resulting in a substantial adverse change in an archaeological resource.	S	CULT-3: Compliance with Mitigation Measure CULT-1.	LTS
CULT-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.	LTS	N/A	N/A
GEOLOGY, SOILS, AND SEISMICITY			
GEO-1: The Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	LTS	N/A	N/A
GEO-2: The Project would not result in substantial soil erosion or the loss of topsoil.	LTS	N/A	N/A
GEO-3: The Project would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	N/A	N/A
GEO-4: The Project would not be located on expansive soil, creating substantial risks to life or property.	LTS	N/A	N/A
GEO-5: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
GREENHOUSE GAS EMISSIONS			
GHG-1: Implementation of the Project could directly or indirectly generate GHG emissions that may have a significant impact on the environment.	S	GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.	SU
GHG-2: Implementation of the Project would not conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.	LTS	N/A	N/A
GHG-3: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would result in significant cumulative impacts with respect to GHG emissions.	S	GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.	SU
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1: The Project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	N/A
HAZ-2: The Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	N/A	N/A
HAZ-3: The Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	LTS	N/A	N/A
HAZ-4: The Project would not be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HAZ-5: The Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	N/A
HAZ-6: The Project would not expose people or structures to a significant loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	LTS	N/A	N/A
HAZ-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hazards and hazardous materials.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYDRO-1: The Project would not violate any water quality standards or waste discharge requirements.	LTS	N/A	N/A
HYDRO-2: The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.	LTS	N/A	N/A
HYDRO-3: The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, or flooding on- or off-site.	LTS	N/A	N/A
HYDRO-4: The Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
HYDRO-5: The Project would not provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality.	LTS	N/A	N/A
HYDRO-6: The Project, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to hydrology and water quality.	LTS	N/A	N/A
LAND USE AND PLANNING			
LU-1: The Project would not physically divide an established community.	LTS	N/A	N/A
LU-2: The Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	N/A	N/A
LU-3: The Project, in combination with past, present and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.	LTS	N/A	N/A
NOISE			
NOISE-1: Development of the hotel uses in proximity of Freeways may result in interior noise levels at hotel rooms in excess of 45 dBA CNEL, as required by Title 24.	S	NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.	LTS
NOISE-2: The Project would not expose people to or generate excessive groundborne vibration or groundborne noise levels.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
NOISE-3: The Project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-4: The Project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.	LTS	N/A	N/A
NOISE-5: Implementation of the Project, in combination with past, present, and reasonably foreseeable projects, would not result in additional cumulatively considerable noise, or ground-borne noise and vibration impacts.	LTS	N/A	N/A
POPULATION AND HOUSING			
POP-1: The Project would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly or indirectly.	LTS	N/A	N/A
POP-2: The Project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-3: This Project, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant impacts with respect to population and housing.	LTS	N/A	N/A
PUBLIC SERVICES AND RECREATION			
PS-1: The Project would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-2: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.	LTS	N/A	N/A
PS-3: The Project would not result in the provision of or need for new or physically altered police facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-4: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.	LTS	N/A	N/A
PS-5: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.	LTS	N/A	N/A
PS-6: The Project would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated.	LTS	N/A	N/A
PS-7: The Project would not include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	LTS	N/A	N/A
PS-8: The Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to parks and recreational facilities.	LTS	N/A	N/A
PS-9: The Project would not result in a need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
PS-10: Project, in combination with past, present, and reasonably foreseeable growth, would result in less than significant cumulative impacts with respect to schools.	LTS	N/A	N/A
TRANSPORTATION AND TRAFFIC	LTS	N/A	N/A
TRANS-1A: The Project would cause the <u>intersection level of service at the intersection of Serramonte Boulevard and Gellert Boulevard</u> to degrade from LOS D to LOS E in the Saturday peak hour.	S	<p>TRANS-1A: The following shall be implemented:</p> <ul style="list-style-type: none"> ▪ 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • Two exclusive left-turn lanes • One-through-right turn lane ▪ Remove split-phasing for the northbound and southbound approaches and implement lead-lag left turn phasing. Lead-lag left turn phasing will eliminate any geometric constraints by having northbound and southbound left turn movements go at different times. 	LTS
TRANS-1B: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in the weekday PM peak hour <u>at SR-1 Southbound Ramps at Clarinada Avenue</u> .	S	TRANS-1B: Install actuated-uncoordinated traffic signal <u>at SR-1 Southbound Ramps at Clarinada Avenue</u> .	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-1C: The Project would cause the level of service at this intersection to degrade from LOS D to LOS E in weekday AM, weekday PM, and Saturday peak hours <u>at the intersection of Callan Boulevard and Serramonte Boulevard.</u>	S	TRANS-1C: Install actuated-uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Serramonte Boulevard.</u>	LTS
TRANS-1D: The addition of Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-1D: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU
TRANS-2A: Under Baseline conditions, the Project traffic would cause the I-280 southbound weaving segment between SR-1 and Serramonte Boulevard to deteriorate from LOS D to LOS E in the weekday AM peak hour. The addition of project traffic would also cause the V/C ratio for this segment to increase by more than 0.01 (1.09 to 1.12) during the Saturday peak hour.	S	TRANS-2A: Implementation of Mitigation Measure TRANS-1D.	SU
TRANS-2B: Under Cumulative conditions, the Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-2B: Implementation of Mitigation Measure TRANS-8F. (See subsection 4.13.4 of this chapter.)	SU
TRANS-3: The Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-4A: The addition of Project traffic <u>at the intersection of SR-1 Southbound Ramps at Clarinada Avenue</u> would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4A: For the intersection of State Route 1 Southbound Ramps & Clarinada Avenue no feasible mitigation measures are available.	SU
TRANS-4B: The addition of Project traffic <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u> would cause the southbound left turn pocket in the AM peak hour to overflow the available storage by approximately one vehicle for the 95 th percentile queue.	S	TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.	LTS
TRANS-4C: The addition of Project traffic <u>at the intersection of Serramonte Boulevard and Serramonte Center South Driveway</u> would cause the eastbound left turn pocket in the Saturday peak hour under Baseline conditions to increase the queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Baseline No Project conditions. Additionally, the Project would cause the queue to exceed the available storage in the Cumulative Saturday peak hour.	S	TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following: <ul style="list-style-type: none"> ▪ Increase the queue storage of the eastbound left turn pocket by at least 100 feet (to have at least 285 feet of queue storage) in order to accommodate the entire 95th percentile queue within the available storage. ▪ Modify the signal timing to increase the available green time for the eastbound left turn lane. 	LTS
TRANS-4D: The addition of Project traffic <u>at the intersection of Gellert Boulevard and Serramonte Boulevard</u> 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 95 th percentile queue.	S	TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement Mitigation TRANS-1A.	LTS

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-4E: The addition of Project traffic at the intersection of Junipero Serra Boulevard and Serramonte Boulevard would cause the northbound left turn pocket in the Saturday peak hour under Cumulative conditions to increase the 95 th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.	S	TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available to modify traffic signal timing for the cumulative Saturday peak hour conditions.	SU
TRANS-5: The Project would not result in inadequate emergency access.	LTS	N/A	N/A
TRANS-6A: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Serramonte Center West has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6A: Install marked crosswalks and ADA compliant curb ramps on the south and east legs at the intersection of Callan Boulevard and Serramonte Center West. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.	LTS
TRANS-6B: The increase in vehicle trips and pedestrian at the intersection of Callan Boulevard and Clarinada Avenue has the potential to increase pedestrian and motor vehicle interactions.	S	TRANS-6B: Install marked crosswalks and ADA compliant curb ramps on all legs at the intersection of Callan Boulevard and Clarinada Avenue. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.	LTS
TRANS-7: The Project would not result in inadequate parking capacity.	LTS	N/A	N/A
TRANS-8A: The Project would cause delay at the intersection of Serramonte Boulevard and Gellert Boulevard for an intersection already operating at LOS F ₊ to worsen during the Saturday peak hour.	S	TRANS-8A: Implementation of Mitigation Measure TRANS-1A.	LTS
TRANS-8B: The Project would cause delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard for an intersection already operating at LOS F ₊ to worsen during the Saturday peak hour.	S	TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.	SU
TRANS-8C: The Project would cause delay at the intersection of Serramonte Boulevard and El Camino Real for an intersection already operating at LOS F ₊ to worsen during the Saturday peak hour.	S	TRANS-8C: Optimize the traffic signal timing at the intersection of Serramonte Boulevard and El Camino Real.	SU

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
TRANS-8D: The Project would cause the level of service at <u>this/the intersection of Gellert Boulevard and Hickey Boulevard</u> to degrade from LOS D to LOS E in the Saturday peak hour.	S	<p>TRANS-8D: The following shall be implemented <u>at the intersection of Gellert Boulevard and Hickey Boulevard:</u></p> <ul style="list-style-type: none"> ▪ Install a right-turn overlap signal phase on the westbound approach ▪ Optimize the signal timing 	LTS
TRANS-8E: The Project would cause the level of service at <u>this/the intersection of Callan Boulevard and Southgate Avenue</u> to degrade from LOS D to LOS E in the weekday PM peak hour.	S	TRANS-8E: Install actuated uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Southgate Avenue.</u>	LTS
TRANS-8F: The Project would cause the V/C ratio for this segment to increase by more than 0.01 (0.99 to 1.02) during the weekday PM peak hour and by more than 0.01 (1.17 to 1.20) in the Saturday peak hour.	S	TRANS-8F: The Daly City General Plan calls for improvements to be made to the weaving section on I-280 southbound between the SR-1 northbound off-ramp and the Serramonte Boulevard off-ramp.	SU
UTILITIES AND SERVICE SYSTEMS			
UTIL-1: The Project would not have insufficient water supplies available to serve the Project from existing entitlements and resources, or require new or expanded entitlements.	LTS	N/A	N/A
UTIL-2: The Project would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-3: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to water service.	LTS	N/A	N/A
UTIL-4: The Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).	LTS	N/A	N/A
UTIL-5: The Project would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A

EXECUTIVE SUMMARY

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Without Mitigation	Mitigation Measures	Significance With Mitigation
UTIL-6: The Project would not result in the determination by the wastewater treatment provider which serves or may serve the Project that it does not have adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments.	LTS	N/A	N/A
UTIL-7: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to sewer service.	LTS	N/A	N/A
UTIL-8: The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs.	LTS	N/A	N/A
UTIL-9: The Project would not be out of compliance with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	N/A
UTIL-10: The Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to solid waste.	LTS	N/A	N/A

3. Revisions to the Draft EIR

This chapter presents specific changes to the Draft EIR that were made in response to staff-directed changes including typographical corrections and clarifications. In each case, the revised page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double Underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

All changes to Chapter 1 of the Draft EIR, including changes to Table 1-1, Summary of Impacts and Mitigation Measures, are included in Chapter 2, Executive Summary, of this Final EIR.

REVISIONS TO CHAPTER 1, EXECUTIVE SUMMARY

Page 1-5 of the Draft EIR, the paragraph under the heading Summary of Project Alternatives is hereby revised as follows (Comment A02-02):

This Draft EIR analyzes Alternatives to the Project that may feasibly attain most of the Project objectives. A total of ~~three~~two Alternatives are analyzed in detail, including the CEQA-required “No Project Alternative.” They are listed below, and each is described and analyzed in Chapter 6, Alternatives to the Project, of this Draft EIR.

REVISIONS TO CHAPTER 4.2, AIR QUALITY

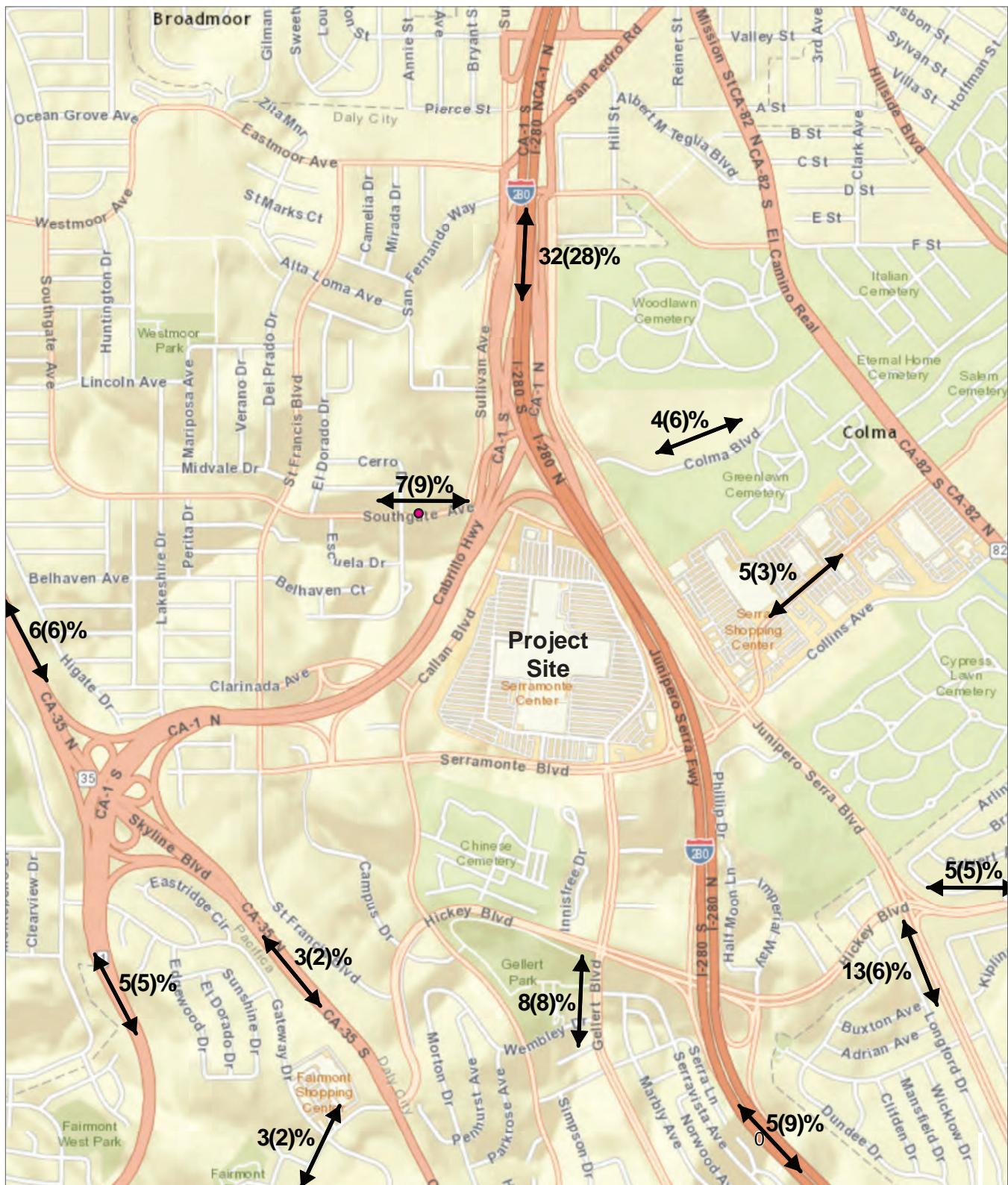
Mitigation Measure AIR-3, as shown on page 4.2-26 of the Draft EIR, is hereby revised as follows:

Mitigation Measures AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1.3C would reduce operational air quality impacts.

REVISIONS TO CHAPTER 4.13, TRANSPORTATION AND TRAFFIC

Figure 4.13-5, as shown on page 4.13-19 of the Draft EIR, has been revised to relocate the 5(3)% and arrow adjacent to Serramonte Boulevard, as shown on the following page (Comment A02-11).

TRANSPORTATION AND TRAFFIC



Source: Kittelson & Associates, Inc.

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

0 2,000
Scale (Feet)



Figure 4.13-5
Trip Distribution

REVISIONS TO THE DRAFT EIR

Impact Statement TRANS-1A, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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

Impact Statement and Mitigation Measure TRANS-1B, as shown on page 4.13-23 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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 at SR-1 Southbound Ramps at Clarinada Avenue.

Mitigation Measure TRANS-1B: Install actuated-uncoordinated traffic signal at SR-1 Southbound Ramps at Clarinada Avenue.

Impact Statement and Mitigation Measure TRANS-1C, as shown on page 4.13-24 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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 at the intersection of Callan Boulevard and Serramonte Boulevard.

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

Impact Statement TRANS-4A, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS -4A: The addition of Project traffic at the intersection of SR-1 Southbound Ramps at Clarinada Avenue would cause the westbound left turn pocket in the PM and Saturday peak hours under Cumulative conditions to increase the 95th percentile queue length by three or more vehicles for a left turn pocket that already exceeds available storage under Cumulative No Project conditions.

Impact Statement TRANS-4B, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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

Impact Statement TRANS-4C, as shown on page 4.13-31 of the Draft EIR, is hereby revised as follows (Comment A02-03):

REVISIONS TO THE DRAFT EIR

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

Impact Statement TRANS-4D, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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

Impact Statement and Mitigation Measure TRANS-4E, as shown on page 4.13-32 of the Draft EIR, is hereby revised as follows (Comment A02-03 and Comment A02-12):

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

Mitigation Measure TRANS-4E: For the intersection of Junipero Serra Boulevard and Serramonte Boulevard, no feasible mitigation measures are available to modify traffic signal timing for the cumulative Saturday peak hour conditions.

Significance After Mitigation: Significant and unavoidable. Implementation of Mitigation Measure TRANS-4E would reduce the impact to less than significant. However, 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.

Mitigation Measure TRANS-6A, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6A: Install marked crosswalks and ADA compliant curb ramps on the south and east legs at the intersection of Callan Boulevard and Serramonte Center West. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

REVISIONS TO THE DRAFT EIR

Mitigation Measure TRANS-6B, as shown on page 4.13-34 of the Draft EIR, is hereby revised as follows (Comment A01-04):

Mitigation Measure TRANS-6B: Install marked crosswalks and ADA compliant curb ramps on all legs at the intersection of Callan Boulevard and Clarinada Avenue. It is recommended that the curb ramps be directional to better direct pedestrians across the street and that advanced stop bar or yield markings be used.

Impact Statement TRANS-8A, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8A: The Project would cause delay at the intersection of Serremonte Boulevard and Gellert Boulevard already operating at LOS F_± to worsen during the Saturday peak hour.

Impact Statement and Mitigation Measure TRANS-8B, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8B: The Project would cause delay at the intersection of Serramonte Boulevard and Junipero Serra Boulevard 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 at the intersection of Serramonte Boulevard and Junipero Serra Boulevard.

Impact Statement and Mitigation Measure TRANS-8C, as shown on page 4.13-42 of the Draft EIR, is hereby revised as follows (Comment A02-03):

Impact TRANS-8C: The Project would cause delay at the intersection of Serramonte Boulevard and El Camino Real already operating at LOS F_± to worsen during the Saturday peak hour.

Mitigation Measure TRANS-8C: Optimize the traffic signal timing at the intersection of Serramonte Boulevard and El Camino Real.

Impact Statement and Mitigation Measure TRANS-8D, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

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

Mitigation Measure TRANS-8D: The following shall be implemented at the intersection of Gellert Boulevard and Hickey Boulevard:

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

Mitigation Measure TRANS-8E, as shown on page 4.13-43 of the Draft EIR, is hereby revised as follows (Comment A02-03):

REVISIONS TO THE DRAFT EIR

Impact TRANS-8E: The Project would cause the level of service at thisthe intersection of Callan Boulevard and Southgate Avenue to degrade from LOS D to LOS E in the weekday PM peak hour.

Mitigation Measure TRANS-8E: Install actuated uncoordinated traffic signal at the intersection of Callan Boulevard and Southgate Avenue.

REVISIONS TO CHAPTER 6, ALTERNATIVES

Page 6-2 of the Draft EIR, Section 6.2, Alternatives Considered, is hereby revised as follows (Comment A02-16):

No Project Alternative. Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Project site would remain in its existing condition. Since the commercial buildings could be leased in its current condition, without any further discretionary approval from the City, this alternative assumes operation and re-tenanting of the existing buildings in their current condition, given that Sears' lease expires by the end of 2014. Additionally, under this alternative, improvements proposed by the Project, such as reconfiguration, remodeling, landscaping, and pedestrian circulation improvements would not occur.

REVISIONS TO APPENDIX F, TRANSPORTATION IMPACT ANALYSIS

Page 43 of Appendix F of the Draft EIR, the paragraph under the heading “Cumulative Conditions,” is hereby revised as follows (Comment A02-08):

The Cumulative Conditions analysis projects how the study area’s transportation system would operate with the full build-out of the Project in combination with the growth and changes of the surrounding community by the year 2035. The growth and changes of the surrounding community by 2035 were derived from the latest version of the Daly City Travel Demand Model. This model includes all of the approved and reasonably foreseeable projects anticipated in Daly City by 2035.

Page 52 of Appendix F of the Draft EIR, the paragraph under the heading “Design and Incompatible Use Hazards,” is hereby revised as follows (Comment A01-02):

The conceptual master plan was reviewed to assess any potential hazards due to Project design and incompatible use. The proposed land uses are generally compatible with existing uses in the project area and would not result in undue hazards. Therefore, this assessment focuses on potential hazards due to design. The primary design issues considered were a review of the queue lengths and intersection design of key intersections identified by the City. A review of the internal circulation was also performed but because the conceptual plan lacks sufficient details, the internal design assessment is limited to a high level basis. A more thorough review should be performed during the entitlement process to ensure that all proposed designs comply with City standards or Caltrans standards, as appropriate.

4. List of Commenters

Comments on the Draft EIR were received from the following agencies and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below.

4.1 STATE AND LOCAL AGENCIES

- A01 Patricia Maurice, Acting District Branch Chief, Local Development – Intergovernmental Review, California Department of Transportation, May 4, 2015
- A02 Michael P. Laughlin, City Planner, Planning Department, Town of Colma, May 5, 2015

4.2 PRIVATE INDIVIDUALS

- B01 Zachary Moore, March 28, 2015

LIST OF COMMENTERS

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5. Comments and Responses

This chapter includes a reproduction of, and responses to, each letter received during the public review period. Comments are presented in their original format in Appendix H, along with annotations that identify each comment number.

Responses to those individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Chapter 3 of this Final EIR and are categorized by:

- State and Local Agencies
- Private Individuals

Letters are arranged by category and by date received. Each comment is labeled with a reference number in the margin.

During the review period for the Draft EIR, a member of the public submitted several comments that related to the details of the proposed Project itself, convey the commenter's opinion of the proposed Project, or address the relative consequences or benefits of the proposed Project (referred to here as "merits of the proposed Project"), rather than the adequacy of the Draft EIR or the environmental issues, impacts, and mitigation measures addressed in the Draft EIR. It is important for a Lead Agency in its decision-making process to consider both the adequacy of the Draft EIR and the merits of the proposed Project. However, a Lead Agency is only required by CEQA to respond in its Final EIR to comments related to pertinent environmental issues and the adequacy of the Draft EIR.

Section 15204 of the CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Section 15204 continues in relation to the role of the Lead Agency in responding to comments:

When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Although comments related to merits of the proposed Project do not require responses in the Final EIR, they do provide important input to the decision-making process. Therefore, merit- and opinion-based comment letters are included in the Final EIR to be available to the decision-makers when considering whether to adopt the proposed Project.

Responses to individual comments are presented in Table 5-1. Individual comments are reproduced from the original versions in Appendix H, along with the comment numbers shown in the appendix, followed by the response.

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
A. STATE AND LOCAL AGENCIES		
A01	Caltrans	
A01-01	Serramonte Shopping Center Expansion- Draft Environmental Impact Report. Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Draft Environmental Impact Report.	This comment provides an introduction to the comment letter, and does not question the adequacy of the analysis included in the EIR. No response is required.
A01-02	Multi-Modal Facilities 1. Appendix F, page 52, Design and Compatible Use Hazards: Many streets and intersections are located within the Caltrans right-of-way (ROW). There are some new Class I bicycle paths, Class II bicycle lanes, and Class III bicycle roads, sidewalks, and curb ramps involved in this project. All new facilities such as those mentioned above located within the Caltrans ROW must follow the Caltrans standards. Please modify this paragraph to reflect the change.	Page 52 of Appendix F in the DEIR will be revised to reflect the use of Caltrans standards within Caltrans ROW, as shown in Chapter 3 of this Final EIR.
A01-03	2. The City of Daly City's (City) Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard, we strongly encourage the City to provide a more separated facility for bicyclists given the vehicle volumes and speeds. We also recommend that the bike facility extend to the intersection directly to the west of the Serramonte Boulevard/Gellert Boulevard intersection so that it connects to the existing bike lane.	This comment pertains to the City's Bicycle and Pedestrian Master Plan and is beyond the purview of the EIR and CEQA. However, the Project would not interfere with a change to the Bicycle and Pedestrian Master Plan if it were to be altered to have a Class II bicycle lane between Serramonte Center South access point and the intersection of Junipero Serra Boulevard and Serramonte Boulevard. No further response is required.
A01-04	3. Please confirm that the intersections of Callan Boulevard and Serramonte Center West and Callan Boulevard and Clarinada Avenue will have crosswalks and directional curb ramps on all four legs of the intersection. We recommend that you install stop bars ahead of the crosswalks to reduce a multiple threat situation where one vehicle blocks the view for another motorist or pedestrians crossing in the	Crosswalks are intended on all legs of the intersection of Callan Boulevard & Clarinada Avenue. However, the crosswalks at Callan Boulevard and Serramonte Center West are only intended for the south and east legs of the intersection. A crosswalk across the north leg (crossing Callan Boulevard) is not intended due to the southbound left turn lane which would not allow for a pedestrian refuge in the median. Directional curb ramps are not required by the ADA. However, text will be

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	crosswalk.	modified to recommend both directional curb ramps and stop bars to reduce a multiple threat situation. The Draft EIR will be revised on pages 4.13-34, as shown in Chapter 3 of this Final EIR.
A01-05	4. To encourage use of the nearby SamTrans bus stops the proposed parking ratio should be lowered. A Transportation Demand Management program (Transportation Demand Management) should be established that builds off of the proposed employee trip commute reduction program (CTR) with goals to reduce all vehicle trips and a monitoring program. As in the CTR, future employees should be provided with transit subsidies as one of the amenities covered in the TDM program and bicycle parking facilities which can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking.	Based on table 4.13-14 in the Draft EIR, the planned parking ratio for only the retail portion of the project (1,154,000 square feet) is approximately 3.71 parking spaces per 1,000 square feet. This is substantially less than the average 5.5 parking spaces per 1,000 square feet that was observed in a study of 27 regional shopping centers as part of the Institute of Transportation Engineers Parking Generation Manual (4 th Edition). This low parking ratio compared to similar regional shopping centers will likely already result in increased transit ridership. A TDM plan was not considered because the Project was found to not cause significant transportation impacts that could not be mitigated when analyzing the full trip generation of the Project. Should a TDM plan be implemented by the applicant, it would only serve to lessen the impacts already identified in the Draft EIR. Therefore, the analysis included in this EIR can be considered conservative without the inclusion of a TDM plan.
A01-06	Transportation Permit Project work that requires movement of oversized or excessive load vehicles on state roadways, such as I-280 requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 -14 th Street, Sacramento, CA 95811-7119. See the following website link for more information: http://www.hq/traffops/permits/ .	This comment provides a general description of Caltrans' Transportation Permit but does not question the adequacy of the analysis included in the EIR. No response is required.
A01-07	Transportation Management Plan If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with <i>California Manual on Uniform Traffic Control Devices</i> (CAMMUTCD). Further information is available for download at the following web address: http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camuted2012/Part6.pdf	This comment provides a general description of the requirements that must be met if Project traffic requires restrictions and detours that affect the state highway system, but does not question the adequacy of the analysis included in the EIR. No response is required.

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	<p>Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.</p>	
A01-08	<p>Encroachment Permit</p> <p>Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Sallady, Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information, http://www.dot.ca.gov/hq/traffops/developserv/permits.</p>	<p>This comment provides a general description of Caltrans' Encroachment Permit but does not question the adequacy of the analysis included in the EIR. No response is required.</p>
A01-09	<p>Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.</p> <p>Sincerely,</p> <p>PATRICIA MAURICE</p> <p>Acting District Branch Chief</p> <p>Local Development - Intergovernmental Review</p>	<p>This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.</p>
A02	TOWN OF COLMA	
A02-01	<p>Dear Michael:</p> <p>Thank you for meeting with us on Friday April 17, 2015 to discuss the Town of Colma's concerns with the traffic section of the Serramonte Mall EIR. As a follow up to this meeting, the Town requests the City of Daly City address or comment on the following concerns in the Final EIR:</p>	<p>This comment provides an introduction to the comment letter, and does not question the adequacy of the analysis included in the EIR. No response is required.</p>
A02-02	<p>Executive Summary:</p> <p><i>Pg. 1-5: Under section 1.5, the text notes that three alternatives were analyzed, but only two are listed.</i></p>	<p>Page 1-5 of the Executive Summary has been modified to acknowledge that two alternatives were analyzed, as shown in Chapter 3 of this Final EIR.</p>
A02-03	<p>Traffic Comments:</p> <p><i>General Comment: Summary mitigation table in Executive Summary (Table 1-1) should be updated to include the name of the intersection related to the mitigation measure.</i></p>	<p>Mitigation Measures shown in Table 1-1 of the Executive Summary have been updated to include the intersection name in addition to the mitigation measure. Also the Mitigation Measures shown in Chapter 4.13 have been updated accordingly.</p>
A02-04	<p><i>General Comment: EIR does not include any meaningful traffic diagrams which illustrate existing and post-mitigation conditions.</i></p>	<p>While a graphic may provide additional illustration of the proposed mitigation measure, the text description presented in the mitigation is sufficient for purposes of</p>

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
		the EIR. No further response is required.
A02-05	<p><i>General Comment:</i> We discussed the need to include a full mitigation monitoring plan that will detail the required mitigation and the responsible parties. As indicated in the meeting, Colma will work with the applicant and the City of Daly City to mitigate intersection impacts in Colma. Since this information was not provided in the Draft EIR, the Town would like to review and comment on this document when it is completed. The Town wants to assure that there are mechanisms in place that will require the developer to meet its fair share obligation to contribute to traffic improvement solutions that can be implemented.</p>	This comment pertains to Mitigation Monitoring and Reporting Program (MMRP) document that will be included as Appendix I to this Final EIR. The Town of Colma is welcome comment on the MMRP. No further response is required.
A02-06	<p><i>General Comment:</i> Portions of Colma and Daly City in the vicinity of the proposed project experience near gridlock conditions during the holiday shopping season in late November through December, particularly aggravating evening and weekend peak traffic. The EIR should include a discussion of this condition and how it may affect any of the intersections studied. While it may not be feasible or required to mitigate for this short-term condition, any practical and feasible adjustments that can be made as part of mitigation implementation should be considered.</p>	As noted in the comment, mitigation for a short-term condition is not practical and would generally be infeasible due to the overwhelming demand experienced by a regional shopping center during the holiday season. Additionally, no data were available to quantify impacts such that mitigation measures could be identified.
A02-07	<p><i>General Comment:</i> The project is estimated to generate 991 new jobs, which is in addition to the significant number of employees who already work at the mall and in the vicinity of the mall. Discussion in the EIR should include the feasibility of a mall funded (or shared funded) employee shuttle to the Colma BART station and/or other Transportation Demand measures. An employee shuttle has the potential to significantly reduce vehicle trips. A shuttle could greatly benefit employees and patrons of the mall. In addition, mall management should take initiative in providing staff and resources to provide promotions and incentives to mall employees to utilize alternative transportation (in addition to required employer incentives).</p>	Mitigation measure AIR-1B calls for the implementation of a commute reduction program (CTR) which could potentially include the suggested shuttle or other trip reduction measures. The traffic analysis in the EIR did not assume a trip reduction resulting from a TDM plan. Therefore, the analysis can be considered conservative and any CTR measure implemented would only serve to lessen the Project's impact. Additionally, the Project is already served by four SamTrans bus routes that also serve the Colma BART station (Routes 112, 120, 121, and 122).
A02-08	<p><i>General Comment:</i> The Traffic Impact Study relies on the Daly City traffic model to forecast future cumulative traffic. Discussion in the EIR should include a description of what is included in this forecast.</p>	The most updated travel demand model for Daly City as of August 2014 was used to develop the growth and changes to the surrounding community by 2035. This includes all of the approved or reasonably foreseeable projects that were known in August of 2014. Page 43 of Appendix F, Transportation Impact Analysis, as shown in Chapter 3 of this Final EIR.
A02-09	<p><i>Tables 7 and 8, Traffic Appendix:</i> Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a</p>	The exact trip reductions for this Project were discussed, reviewed, and approved by the City of Daly City prior to the beginning of analysis work. The trip reductions

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	<p>whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean is that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City.</p>	<p>generally include a 10% reduction to account for non-auto trips, up to a 30% reduction to account for linked trips which are trips within Serramonte Center (e.g. a retail shopper also eats at a Serramonte Center restaurant), and a reduction for pass-by trips of up to 30%. All reductions are applied specifically by land use and are taken one at a time rather than as a summation.</p> <p>For example, the supermarket in the southeast quadrant of the Project in the PM will generate 332 total trips according to trip generation estimates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. After taking a 10% reduction for non-auto trips, then a 20% reduction for linked trips, and then a 30% pass-by reduction, the resulting actual trip generation in the PM peak hour was 167 trips or roughly 50% of the ITE estimate. It should also be noted that no diverted trips were assumed in the analysis, only pass-by trips which were all assumed to be passing by on Serramonte Boulevard.</p>
A02-10	<p><i>Pg. 4-3: Table 4-1, Current and Future Developments in the City of Daly City:</i> We discussed the reason not to consider the development at the SamTrans Park and Ride lot by the BART station in the cumulative analysis. SamTrans issued an RFP for development of the site, and developers were selected. A Pre-application Review Application was submitted to the City of Daly City for a transit oriented development with 500 residential units and 15,000-20,000 square feet of retail. The Daly City City Council held a study session on this project on August 13, 2014 and voiced no objections to the proposal. Council members also suggested that the retail component of this project be on Junipero Serra Boulevard to attract more visibility and business. Even though a full application has not been submitted to the City of Daly City, CEQA requires consideration of other “reasonably foreseeable plans and projects causing related impacts.” Given the discussions of this project and the application submitted, development of the transit site with high density development is a strong possibility. Because of the close proximity of the Serramonte Mall and the transit site, a discussion in the EIR is required. It is our understanding that the Daly City traffic model only uses the current BART Specific Plan low intensity development as the site development option, which would significantly underestimate the potential trips generated by the proposed development.</p>	<p>The release of the NOP for Serramonte Center occurred in May 2014, which was three months prior to the City Council study session for the TOD project (August 2014). At the time of the Serramonte Center NOP, the project study area, including potentially impacted intersections, and the approach for analyzing the future conditions was defined in consultation with the Daly City staff. The Serramonte Center analysis includes reasonably foreseeable plans and projects, including growth in the area of the Colma BART station based on the BART specific plan, as described by the future growth assumptions in the Daly City traffic model. Without a full formal application describing the proposed TOD development, Daly City did not consider the TOD project to be a “reasonably foreseeable” project and it was therefore, not included in Table 4-1, nor considered as part of the impact analysis.</p>
A02-11	<p><i>Figure 4.13-5:</i> This figure shows a 5(3)% trip distribution down Collins Avenue. As noted in the comment, this is a graphical error and does not affect the analysis</p>	

COMMENTS AND RESPONSES

TABLE 5-1 RESPONSE TO COMMENTS

Number	Comment	Response
	Project trips will come from Serramonte Boulevard, north of Collins Avenue (arrow and percentage should be moved north on the diagram adjacent to Serramonte Boulevard – support information in the EIR is correct).	which used the correct roadway. The graphic has been revised, as shown in Chapter 3 of this Final EIR, to move the arrow to the correct location.
A02-12	<i>Pg. 4.13-32 Impact Trans-4E:</i> This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard. The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase.	In reviewing the analysis of this intersection during the Saturday Cumulative + Project conditions, it was determined that the impact could be eliminated through modifications to the signal timing. This would eliminate the increase in queue length for the northbound right approach. Therefore, Mitigation Measure TRANS-4E is revised, as shown in Chapter 3 of this Final EIR.
A02-13	<i>General Comment:</i> Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame.	The exact agreement between the applicant and the City of Daly City will be discussed in the conditions of approval document and, therefore, this comment is outside of the purview of the EIR and CEQA. No further response is required.
A02-14	<i>Pg. 4.13-42 Impact Trans-8B:</i> The Town of Colma supports the implementation of Mitigation Measure Trans-8B, the optimization of the traffic signal green time at the intersection of Serramonte Boulevard and Junipero Serra Boulevard. This improvement should be implemented by the project proponent, with coordination with CalTrans, Colma and the City of Daly City. The Town of Colma will assist the project proponent and City of Daly City in any way required to assure the Implementation of this mitigation measure during the first phase of the project. The proper functioning of this intersection is vital to the Daly City and Colma retail areas.	This comment express support for Mitigation Measure TRANS-8b, and does not question the adequacy of the analysis included in the EIR. No response is required.
A02-15	<i>Pg. 4.13-42 Impact Trans-8C:</i> The Town of Colma supports the optimization of signal timing at the Serramonte and El Camino Real intersection. Since the project contributes impacts under the cumulative analysis, the mall developer should be involved in mitigation. The Town of Colma will assist Caltrans, the City of Daly City and the developer in the implementation of this measure.	This comment express support for Mitigation Measure TRANS-8c, and does not question the adequacy of the analysis included in the EIR. No response is required.
A02-16	Alternatives: <i>Pg. 6-2, Section 6.2.</i> The discussion of the No Project Alternative mentions the expiration of a lease by Sears, who is not a tenant of this mall.	Page 6-2 of the Draft EIR has been modified to remove reference of lease expiration, as shown in Chapter 3, of this Final EIR.

COMMENTS AND RESPONSES

TABLE 5-1 **RESPONSE TO COMMENTS**

Number	Comment	Response
A02-17	<p>Thank you in advance for your consideration of these items. We look forward to working with you and the developer in implementing mitigation measures in the Town of Colma. Please contact me at (650) 757-8896 if you would like to discuss any items in this letter.</p> <p>Sincerely,</p> <p>Michael P. Laughlin AICP City Planner</p>	This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.

B. PRIVATE INDIVIDUALS

B01	Zachary Moore	
B01-01	<p>Dear Mr. Steve Flint,</p> <p>I am writing in response to the Draft Environmental Impact Report for the Serramonte Shopping Center Expansion Project. I live less than a mile from the Serramonte Shopping Center and I have many problems with this project.</p>	This comment provides an introduction to the comment letter and does not question the adequacy of the analysis included in this EIR. No response is required.
B01-02	<p>This project will lead to substantial increase in traffic not just in my neighborhood, but in the entire area surrounding the Serramonte Shopping Center. It used to take me five minutes to pass through the area surrounding the Serramonte Shopping Center, but now I fear it will take me fifteen to twenty minutes.</p>	As discussed beginning on page 4.13-17, the Project would result in 11,916 vehicular trips and as a result, significant impacts would occur to the intersections of Serramonte Boulevard and Gellert Boulevard, State Route 1 Southbound ramps and Clarinada Avenue, and Callan Boulevard and Serramonte Boulevard. For each intersection, mitigation measures (Mitigation Measures TRANS-1A, TRANS-1B and TRANS-1C) are proposed to reduce the impacts to less-than-significant levels.
B01-03	<p>If this project moves forward, there will need to be a traffic signal placed at the Intersection of Serramonte Blvd. and Callan Blvd., at the Intersection of Southgate Blvd. and Callan Blvd., and at the Intersection of Southgate Blvd. and Serramonte Center North.</p>	Based on the traffic analysis included in the Draft EIR, and discuss on page 4.13-24, only the intersection of Serramonte Boulevard and Callan Boulevard would require the installation of a traffic signal. All other intersections are projected to operate within acceptable standards.
B01-04	<p>I also have concerns with the Interstate 280 exit at Serramonte Blvd. If no improvements occur at this exit, there will be severe traffic backups, with people trying to enter Interstate 280 from State Highway 1, and people trying to exit Interstate 280 at Serramonte Blvd.</p> <p>Accidents will be a regular occurrence.</p>	As discussed in the Draft EIR beginning on page 4.13-29, the traffic analysis included a queuing analysis that evaluated the I-280 southbound off-ramp at Serramonte Boulevard. However, based on the analysis, the Project was not found to result in hazardous conditions at the I-280 off-ramp at Serramonte Boulevard.
B01-05	<p>I believe the key to good economics is an equal balance of land use and an equal variety of business establishments. I believe we have not been successful at this. The plan for a medical building along Callan Blvd. is not a good idea because we already have medical buildings at Seton Hospital, along Southgate Ave., and along Hickey Blvd. The plan for a movie theater is also not a good idea because we have a movie theater up at the Daly City B.A.R.T. Station, as well as down at the Tanforan Mall in the City of San Bruno. The</p>	This comment questions the merits of the Project and states the opinion that the land uses proposed by the Project are ill-suited for the Project site. This comment does not question the adequacy of the analysis included in the EIR, and therefore no response is required.

COMMENTS AND RESPONSES

TABLE 5-1 **RESPONSE TO COMMENTS**

Number	Comment	Response
	plan to demolish Daiso and replace it with a Supermarket is also not a good idea because we already have enough Supermarkets in the surrounding area.	
B01-06	The plan to tear down Denny's is a horrible idea because we have a severe shortage of traditional full service American restaurants in this area. If they must close down Denny's, they should replace it with another traditional full service American restaurant such as Applebee's, Black Bear Diner, Claim Jumper, Home Town Buffet, Johnny Rockets, or Mountain Mike's, or they should bring back the Marie Callender's that they also closed down four years ago. If we lose Denny's, then that is another place that I can't have dinner with my family at.	This comment questions the merits of the Project and states the opinion that the land uses proposed by the Project are ill-suited for the Project site. This comment does not question the adequacy of the analysis included in the EIR, and therefore no response is required.
B01-07	Thank you for listening to my concerns about this project. Sincerely, A Concerned Daly City Resident	This comment provides a closing to the comment letter and does not question the adequacy of the analysis included in the EIR. No response is required.

COMMENTS AND RESPONSES

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**APPENDIX H:
COMMENTS ON THE DRAFT EIR**



COMMENT LETTER # A01

May 04 2015 11:20AM HP LASERJET FAX

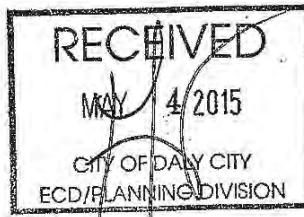
p. 1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
<http://www.dot.ca.gov/dist4/>



Serious Drought.
 Help save water!

May 4, 2015

SMVar023
SCH# 2014052029

Mr. Michael Van Lonkhuyzen
Planning Division
City of Daly City
333 90th Street
Daly City, CA 94015

Dear Mr. Van Lonkhuyzen:

Serramonte Shopping Center Expansion – Draft Environmental Impact Report

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above project. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system; provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities of infill, conservation, and efficient development. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. The following comments are based on the Draft Environmental Impact Report.

A01-01

Multi-Modal Facilities

1. Appendix E, page 52, Design and Compatible Use Hazards: Many streets and intersections are located within the Caltrans right-of-way (ROW). There are some new Class I bicycle paths, Class II bicycle lanes, and Class III bicycle roads, sidewalks, and curb ramps involved in this project. All new facilities, such as those mentioned above located within the Caltrans ROW must follow the Caltrans standards. Please modify this paragraph to reflect the change.
2. The City of Daly City's (City) Bicycle and Pedestrian Master Plan includes a planned Class III bicycle route along Serramonte Boulevard between Gellert Boulevard and Junipero Serra Boulevard, we strongly encourage the City to provide a more separated facility for bicyclists given the vehicle volumes and speeds. We also recommend that the bike facility extend to the intersection directly to the west of the Serramonte Boulevard/Gellert Boulevard intersection so that it connects to the existing bike lane.

A01-02

A01-03

Mr. Van Lonkhuyzen/City of Daly City

May 4, 2015

Page 2

3. Please confirm that the intersections of Callan Boulevard and Seirramonte Center West and Callan Boulevard and Clarinada Avenue will have crosswalks and directional curb ramps on all four legs of the intersection. We recommend that you install stop bars ahead of the crosswalks to reduce a multiple threat situation where one vehicle blocks the view for another motorist or pedestrians crossing in the crosswalk.
4. To encourage use of the nearby SamTrans bus stops the proposed parking ratio should be lowered. A Transportation Demand Management program (Transportation Demand Management) should be established that builds off of the proposed employee trip commute reduction program (CTR) with goals to reduce all vehicle trips and a monitoring program. As in the CTR, future employees should be provided with transit subsidies as one of the amenities covered in the TDM program and bicycle parking facilities which can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking.

A01-04

A01-05

A01-06

A01-07

Transportation Permit

Project work that requires movement of oversized or excessive load vehicles on state roadways, such as I-280 requires a transportation permit that is issued by Caltrans. To apply, a completed transportation permit application with the determined specific route(s) for the shipper to follow from origin to destination must be submitted to the following address: Transportation Permits Office, 1823 – 14th Street, Sacramento, CA 95811-7119.

See the following website link for more information: <http://www.hq/traffops/permits/>.

Transportation Management Plan

If it is determined that traffic restrictions and detours are needed on or affecting the state highway system, a Transportation Management Plan (TMP) or construction TIS may be required and approved by Caltrans prior to construction. TMPs must be prepared in accordance with *California Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Further information is available for download at the following web address:

<http://www.dot.ca.gov/hq/traffops/signtech/mutcdsupp/pdf/camuted2012/Part6.pdf>.

Please ensure that such plans are also prepared in accordance with the transportation management plan requirements of the corresponding jurisdictions. For further TMP assistance, please contact the Office Traffic Management Plans at (510) 286-4579.

Mr. Van Lonkhuyzen/City of Daly City
May 4, 2015
Page 3

Encroachment Permit

Work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating the state ROW must be submitted to: Mr. David Sallady, Office of Permits, California Department of Transportation, District 4, P.O. 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. <http://www.dot.ca.gov/hq/traffops/developserv/permits>

A01-08

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra.finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

P.T.C.

A01-09

PATRICIA MAURICE
Acting District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

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COMMENT LETTER # A02



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

May 5, 2015

Mr. Michael VanLonkhuyzen
City Hall - Daly City Planning Division
333 - 90th Street
Daly City, CA 94015

RE: Serramonte Mall Draft EIR Comments

Dear Michael:

Thank you for meeting with us on Friday April 17, 2015 to discuss the Town of Colma's concerns with the traffic section of the Serramonte Mall EIR. As a follow up to this meeting, the Town requests the City of Daly City address or comment on in the following concerns in the Final EIR:

Executive Summary:

Pg. 1-5: Under section 1.5, the text notes that three alternatives were analyzed, but only two are listed.

A02-01

Traffic Comments:

General Comment: Summary mitigation table in Executive Summary (Table 1-1) should be updated to include the name of the intersection related to the mitigation measure.

A02-02

General Comment: EIR does not include any meaningful traffic diagrams which illustrate existing and post-mitigation conditions.

A02-03

General Comment: We discussed the need to include a full mitigation monitoring plan that will detail the required mitigation and the responsible parties. As indicated in the meeting, Colma will work with the applicant and the City of Daly City to mitigate intersection impacts in Colma. Since this information was not provided in the Draft EIR, the Town would like to review and comment on this document when it is completed. The Town wants to assure that there are mechanisms in place that will require the developer to meet its fair share obligation to contribute to traffic improvement solutions that can be implemented.

A02-04

General Comment: Portions of Colma and Daly City in the vicinity of the proposed project experience near gridlock conditions during the holiday shopping season in late November through December, particularly aggravating evening and weekend peak traffic. The EIR should include a discussion of this condition and how it may affect any of the intersections studied. While it may not be feasible or required to mitigate for this short-term condition, any practical and feasible adjustments that can be made as part of mitigation implementation should be considered.

A02-05

General Comment: The project is estimated to generate 991 new jobs, which is in addition to the significant number of employees who already work at the mall and in the vicinity of the mall. Discussion in the EIR should include the feasibility of a mall funded (or shared funded) employee shuttle to the Colma BART station and/or other Transportation Demand measures. An employee shuttle has the potential to significantly reduce vehicle trips. A shuttle could greatly benefit employees and patrons of

A02-06

A02-07



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PLANNING DEPARTMENT

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**A02-07
cont.**

A02-08

A02-09

A02-10

A02-11

A02-12

the mall. In addition, mall management should take initiative in providing staff and resources to provide promotions and incentives to mall employees to utilize alternative transportation (in addition to required employer incentives).

General Comment: The Traffic Impact Study relies on the Daly City traffic model to forecast future cumulative traffic. Discussion in the EIR should include a description of what is included in this forecast.

Tables 7 and 8, Traffic Appendix: Table 8 of the Traffic Impact Study in the Appendix unilaterally reduces trip generation estimates for the project as a whole by over 40% for the pm peak periods. This reduction is for linked and pass-by trips. The linked trips, as defined by the study, may be deducted. However, the pass-by trips should be distinguished from diverted trips. Trips diverted from El Camino, Junipero Serra Boulevard and from the State Highway will pass through and affect Colma intersections. It appears from Table 7 that approximately 30% of a reduction in overall traffic has been devoted to these pass-by trips. Table 7 presents the adjustment proposed for each of the uses of the project. However, there is no indication given as to how the overall adjustment factors have been derived. This could mean is that the new trips added to the three study intersections are low on the order of 30%. The Traffic Consultant should document these calculations and make appropriate adjustments to the traffic counts if necessary. The current approach to trip generation calculation does not appear to follow standard transportation engineering methodology. This has a moderate effect on the calculations for Colma intersections but has a more substantial effect on the intersection entrances to the project in Daly City.

Pg. 4-3: Table 4-1, Current and Future Developments in the City of Daly City: We discussed the reason not to consider the development at the SamTrans Park and Ride lot by the BART station in the cumulative analysis. SamTrans issued an RFP for development of the site, and developers were selected. A Pre-application Review Application was submitted to the City of Daly City for a transit oriented development with 500 residential units and 15,000-20,000 square feet of retail. The Daly City City Council held a study session on this project on August 13, 2014 and voiced no objections to the proposal. Council members also suggested that the retail component of this project be on Junipero Serra Boulevard to attract more visibility and business. Even though a full application has not been submitted to the City of Daly City, CEQA requires consideration of other "reasonably foreseeable plans and projects causing related impacts." Given the discussions of this project and the application submitted, development of the transit site with high density development is a strong possibility. Because of the close proximity of the Serramonte Mall and the transit site, a discussion in the EIR is required. It is our understanding that the Daly City traffic model only uses the current BART Specific Plan low intensity development as the site development option, which would significantly underestimate the potential trips generated by the proposed development.

Figure 4.13-5: This figure shows a 5(3)% trip distribution down Collins Avenue. Project trips will come from Serramonte Boulevard, north of Collins Avenue (arrow and percentage should be moved north on the diagram adjacent to Serramonte Boulevard – support information in the EIR is correct).

Pg. 4.13-32 Impact Trans-4E: This mitigation measure states that feasible mitigation is not available. While Caltrans controls the intersection, the right-of-way of Junipero Serra Boulevard is under the control and jurisdiction of the Town of Colma, and mitigation is feasible. As discussed at our meeting, a diagram was provided showing that ample right-of-way is available on Junipero Serra Boulevard south of Serramonte Boulevard. The project engineer should provide a diagram suggesting a possible design option to mitigate the impact and identify the steps to implement the improvement. The analysis should



TOWN OF COLMA
PLANNING DEPARTMENT

1190 El Camino Real • Colma, California 94014
Phone: (650) 757-8888 • FAX: (650) 757-8890

identify the mall expansion fair share percentage contribution to a future improvement by mall improvement phase.

General Comment: Consistent with Daly City General Plan Circulation Element Task CE-1.6, mitigation measures shall include construction of or financial contribution toward traffic improvements that can effectively mitigate the impact within a ten-year timeframe from the project approval date. The EIR should discuss how this guarantee will be secured by Daly City for off-site improvements required by the developer for this time frame.

Pg. 4.13-42 Impact Trans-8B: The Town of Colma supports the implementation of Mitigation Measure Trans-8B, the optimization of the traffic signal green time at the intersection of Serramonte Boulevard and Junipero Serra Boulevard. This improvement should be implemented by the project proponent, with coordination with CalTrans, Colma and the City of Daly City. The Town of Colma will assist the project proponent and City of Daly City in any way required to assure the implementation of this mitigation measure during the first phase of the project. The proper functioning of this intersection is vital to the Daly City and Colma retail areas.

Pg. 4.13-42 Impact Trans-8C: The Town of Colma supports the optimization of signal timing at the Serramonte and El Camino Real intersection. Since the project contributes impacts under the cumulative analysis, the mall developer should be involved in mitigation. The Town of Colma will assist Caltrans, the City of Daly City and the developer in the implementation of this measure.

Alternatives:

Pg. 6-2, Section 6.2. The discussion of the No Project Alternative mentions the expiration of a lease by Sears, who is not a tenant of this mall.

Thank you in advance for your consideration of these items. We look forward to working with you and the developer in implementing mitigation measures in the Town of Colma. Please contact me at (650) 757-8896 if you would like to discuss any items in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Laughlin".

Michael P. Laughlin AICP
City Planner

Cc: Town of Colma City Council
 Sean Rabe', City Manager

**A02-12
cont.**

A02-13

A02-14

A02-15

A02-16

A02-17

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COMMENT LETTER # B01

-----Original Message-----

From: Zachary Moore [mailto:trains4ever14@gmail.com]

Sent: Saturday, March 28, 2015 4:41 PM

To: Steve Flint

Subject: Response To The Serramonte Shopping Center Expansion Draft Environmental Impact Report

Dear Mr. Steve Flint,

I am writing in response to the Draft Environmental Impact Report for the Serramonte Shopping Center Expansion Project. I live less than a mile from the Serramonte Shopping Center and I have many problems with this project.

This project will lead to substantial increase in traffic not just in my neighborhood, but in the entire area surrounding the Serramonte Shopping Center. It used to take me five minutes to pass through the area surrounding the Serramonte Shopping Center, but now I fear it will take me fifteen to twenty minutes.

If this project moves forward, there will need to be a traffic signal placed at the Intersection of Serramonte Blvd. and Callan Blvd., at the Intersection of Southgate Blvd. and Callan Blvd., and at the Intersection of Southgate Blvd. and Serramonte Center North.

I also have concerns with the Interstate 280 exit at Serramonte Blvd.

If no improvements occur at this exit, there will be severe traffic backups, with people trying to enter Interstate 280 from State Highway 1, and people trying to exit Interstate 280 at Serramonte Blvd.

Accidents will be a regular occurrence.

I believe the key to good economics is an equal balance of land use and an equal variety of business establishments. I believe we have not been successful at this. The plan for a medical building along Callan Blvd. is not a good idea because we already have medical buildings at Seton Hospital, along Southgate Ave., and along Hickey Blvd. The plan for a movie theater is also not a good idea because we have a movie theater up at the Daly City B.A.R.T. Station, as well as down at the Tanforan Mall in the City of San Bruno. The plan to demolish Daiso and replace it with a Supermarket is also not a good idea because we already have enough Supermarkets in the surrounding area.

The plan to tear down Denny's is a horrible idea because we have a severe shortage of traditional full service American restaurants in this area. If they must close down Denny's, they should replace it with another traditional full service American restaurant such as Applebee's, Black Bear Diner, Claim Jumper, Home Town Buffet, Johnny Rockets, or Mountain Mike's, or they should bring back the Marie Callender's that they also closed down four years ago. If we lose Denny's, then that is another place that I can't have dinner with my family at.

Thank you for listening to my concerns about this project.

Sincerely,

A Concerned Daly City Resident

B01-01

B01-02

B01-03

B01-04

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APPENDIX I:
MITIGATION MONITORING AND REPORTING PROGRAM



Mitigation Monitoring and Reporting Program

This Mitigation Monitoring and Reporting Program (MMRP) for the Serramonte Shopping Center Expansion Project reflects the analysis of impacts and mitigation measures included in the Environmental Impact Report (EIR).

The purpose of the MMRP is to ensure the implementation of mitigation measures identified as part of the environmental review for the Project. The MMRP includes the following information:

- A list of impacts and their corresponding mitigation measures.
- The party responsible for implementing the mitigation measures.
- The timing and procedure for implementation of the mitigation measure.
- The agency responsible for monitoring the implementation.
- The timing or frequency of monitoring activities.

Public Resources Code sec. 21081.6(a) requires an agency to adopt a program for reporting or monitoring mitigation measures that were adopted or made conditions of Project approval. The City of Daly City would adopt this MMRP, or an equally effective program, if it approves the proposed Project with the mitigation measures included in the EIR.

MITIGATION MONITORING AND REPORTING PROGRAM

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SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR

CITY OF DALY CITY

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
AIR QUALITY						
AIR-1A: Electrical vehicle Level 2 charging stations shall be provided for the commercial, hotel, and medical office land uses in the Serramonte Shopping Center for the review and approval of the Daly City Planning Division.	Project developer	Prior to issuance of occupancy permits	City of Daly City Building Division	Review site plans	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____
A minimum of one electric vehicle charging space shall be provided for every 25,000 square feet of non-residential building square footage. The location of the electrical vehicle charging stations shall be specified on site plans, and proper installation shall be verified by the Building Division prior to issuance of a Certificate of Occupancy.	Project developer	Prior to issuance of occupancy permits	City of Daly City Building Division	Review employee trip commute reduction program (CTR) and retain for administrative record	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____
AIR-1B: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) in the Serramonte Shopping Center shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options:	Project developer	Prior to issuance of occupancy permits	City of Daly City Planning Division	Review employee trip commute reduction program (CTR) and retain for administrative record	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____
<ul style="list-style-type: none"> ■ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to \$130 per month. ■ Employer provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to \$75 per month. ■ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle or vanpool service. ■ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips, as 	Project developer	Prior to issuance of occupancy permits	City of Daly City Planning Division	Review employee trip commute reduction program (CTR) and retain for administrative record	Once, prior to issuance of Certificate of Occupancy	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR

CITY OF DALY CITY

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
<p>the options above.</p> <p>The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities.</p> <p>The CTR program shall identify alternative modes of transportation to the Project Site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall provide bicycle end-trip facilities, including bike parking, showers, and lockers and consider the following additional incentives for commuters as part of the CTR program:</p> <ul style="list-style-type: none"> ▪ Preferential carpool parking. ▪ Flexible work schedules for carpools. ▪ Telecommute and/or flexible work hour programs. ▪ Car-sharing program (e.g., Zipcar). <p>The CTR program shall be prepared for the review and approval by the Planning Division prior to occupancy permits.</p>						
<p>AIR-1C: Applicants for future projects within the Serramonte Shopping Center shall design individual habitable non-residential structures to be 15 percent more energy efficient than the current Building and Energy Efficiency Standards. The 15-percent reduction in building envelope energy use shall be based on the current Building and Energy Efficiency Standards (Title 24, Part 6, of the California Building Code) that is in place at the time building permits are submitted to the City. Architectural plans submitted to the Building Division shall identify the requirement to reduce building energy use by 15 percent to meet this</p>	Project developer	During building plan review, prior to issuance of building permits	City of Daly City Building Division	Review architectural plans based on current Building Efficiency Standards at time building permits are issued to City	Once, prior to issuance of building permits	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR

CITY OF DALY CITY

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
<p>requirement.</p> <p>AIR-2: The construction contractor(s) for the Serramonte Shopping Center shall comply with the following BAAQMD Best Management Practices for reducing construction emissions of PM₁₀ and PM_{2.5}:</p> <ul style="list-style-type: none"> ■ Water all active construction areas at least twice daily or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 mph. Reclaimed water should be used whenever possible. ■ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ■ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). ■ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads (e.g., Monarch Bay Drive and Fairway Drive), parking areas and staging areas at the construction site to control dust. ■ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the Project site, or as often as needed, to keep streets free of visible soil material. ■ Hydro-seed or apply non-toxic soil stabilizers to inactive construction areas. ■ Enclose, cover, water twice daily, or apply non- 	Project contractor	During building plan review, prior to issuance of any permits for on-site construction activity	City of Daly City Building Division	Review construction specifications and retain for administrative record	Once, prior to issuance of building permits, and during regularly scheduled site inspections	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR

CITY OF DALY CITY

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
toxic soil binders to exposed stockpiles (dirt, sand, etc.) <ul style="list-style-type: none"> ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible. ▪ Install sandbags or other erosion control measures to prevent silt runoff from public roadways. ▪ The Daly City Building Official or their designee shall verify compliance that these measures have been implemented during normal construction site inspections. 						
AIR-3: Implementation of Mitigation Measures AIR-1A through AIR-1 <u>3</u> C would reduce operational air quality impacts.		See Mitigation Measure AIR-1A through Mitigation Measure AIR-1C.				
AIR-4: Implementation of Mitigation Measures AIR-1A through AIR-1C and Mitigation Measure AIR-2 would reduce cumulative air quality impacts.		See Mitigation Measure AIR-1A through Mitigation Measure AIR-1C, and Mitigation Measure AIR-2.				
BIOLOGICAL RESOURCES						
BIO-1: Ensure Avoidance of Bird Nests in Active Use. Tree removal and landscape grubbing shall be performed in compliance with the Migratory Bird Treaty Act and relevant sections of the California Fish and Game Code to avoid loss of nests in active use. This shall be accomplished by scheduling tree removal and landscape grubbing outside of the bird nesting season (which occurs from February 1 to August 31) to avoid possible impacts on nesting birds if new nests are established in the future. Alternatively, if tree removal and landscape grubbing cannot be scheduled during the non-nesting season (September 1 to January 31), a pre-construction nesting survey shall be conducted. The pre-construction nesting survey shall include the	Project developer, qualified Biologist	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____

SERRAMONTE SHOPPING CENTER EXPANSION PROJECT FINAL EIR

CITY OF DALY CITY

APPENDIX I: MITIGATION MONITORING AND REPORTING PROGRAM

TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
<p>following:</p> <ul style="list-style-type: none"> ■ A qualified biologist (Biologist) shall conduct a pre-construction nesting bird (both passerine and raptor) survey within seven calendar days prior to tree removal, landscape grubbing, and/or building demolition. ■ If no nesting birds or active nests are observed, no further action is required and tree removal, landscape grubbing, and building demolition shall occur within seven calendar days of the survey. ■ Another nest survey shall be conducted if more than seven calendar days elapse between the initial nest search and the beginning of tree removal, landscape grubbing, and building demolition. ■ If any active nests are encountered, the Biologist shall determine an appropriate disturbance-free buffer zone to be established around the nest location(s) until the young have fledged. Buffer zones vary depending on the species (i.e., typically 75 to 100 feet for passernines and 300 feet for raptors) and other factors such as ongoing disturbance in the vicinity of the nest location. If necessary, the dimensions of the buffer zone shall be determined in consultation with the California Department of Fish and Wildlife. ■ Orange construction fencing, flagging, or other marking system shall be installed to delineate the buffer zone around the nest location(s) within which no construction-related equipment or operations shall be permitted. Continued use of existing facilities such as surface parking and site maintenance may continue within this buffer zone. ■ No restrictions on grading or construction activities outside the prescribed buffer zone are 						

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TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
<p>required once the zone has been identified and delineated in the field and workers have been properly trained to avoid the buffer zone area.</p> <ul style="list-style-type: none"> ■ Construction activities shall be restricted from the buffer zone until the Biologist has determined that young birds have fledged and the buffer zone is no longer needed. ■ A survey report of findings verifying that any young have fledged shall be submitted by the Biologist for review and approval by the City of Daly City prior to initiation of any tree removal, landscape grubbing, building demolition, and other construction activities within the buffer zone. Following written approval by the City, tree removal, and construction within the nest-buffer zone may proceed. 						
CULTURAL RESOURCES						
<p>CUL-1: Site clearing, grading, and other ground disturbing construction activities will be monitored by a qualified archaeologist. If historic/prehistoric artifacts or human remains are discovered during ground disturbing activities, the following measures will be implemented:</p> <ul style="list-style-type: none"> ■ In compliance with State law (section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event human remains are encountered during grading and construction, all work within 50 feet of the find will stop and the San Mateo County Coroner's office will be notified. If the remains are determined to be Native American, the Coroner would notify the Native American Heritage Commission to identify the "Most Likely Descendant" (MLD). The City, in consultation with the MLD, would then prepare a plan for treatment, study and re-interment of the remains. ■ In compliance with State law (section 7050.5 of 						

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Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
the Health and Safety Code and Section 5097.94 of the Public Resources Code), in the event that historical artifacts are found during grading and construction, all work within 50 feet of the find will stop and a qualified archaeologist will examine the find. All significant artifacts and samples recovered during construction would be cataloged and curated by a qualified archaeologist and placed in an appropriate curation facility. The archaeologist must then submit a plan for evaluation of the resource to the City of Daly City Planning Division for approval. If the evaluation of the resource concludes that the found resource is eligible for the California Register of Historic Resources, a mitigation plan must be submitted to the City of Daly City Planning Division for approval. The mitigation plan must be completed before earthmoving or construction activities can recommence within the designated resource area.						
CULT-3: Compliance with Mitigation Measure CULT-1.						
	Project developer, qualified professional archaeologist	During construction	City of Daly City Planning Division	As determined in consultation with qualified archaeologist	Ongoing throughout construction	Initials: _____ Date: _____
GREENHOUSE GAS EMISSIONS						
GHG-1: Implementation of Mitigation Measures AIR-1A through AIR-1C.	Project developer	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
GHG-3: Implementation of Mitigation Measures AIR-1A through AIR-1C would reduce cumulative air quality impacts.	Project developer	Prior to issuance of any permits for on-site construction activity	City of Daly City Planning Division	Review construction specifications materials and retain for administrative record	Once, prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____

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TABLE I-I MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
NOISE						
NOISE-1: Perform a detailed analysis of the noise reduction requirements and the needed noise insulation features for the hotel. The analysis must show that the hotel will meet the 45 CNEL interior noise requirement of Title 24 of the California Building Code, and the applicant must implement the required construction features to the satisfaction of the Planning Department Director prior to obtaining building permits for the hotel. Interior noise reduction may be achieved with upgraded construction materials for windows, wall assemblies, and exterior doors.	Project developer	During building plan review, prior to issuance of building permits	City of Daly City Planning Division, Building Division	Consider measures to include in construction and site plans and retain for administrative record	Once prior to issuance of building permits for hotel.	Initials: _____ Date: _____
TRANSPORTATION AND TRAFFIC						
For Mitigation Measures TRANS-1B, TRANS-1C, TRANS-4B and TRANS-8E, the City of Daly City shall establish a Mitigation Fee Program based on studies funded by the Project developer. Fair share payment shall be paid to the program prior to issuance of building permits, and dispersed for construction of improvement and when improvement is constructed.						
TRANS-1A: The following shall be implemented:						
<ul style="list-style-type: none"> ▪ 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: <ul style="list-style-type: none"> • 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 	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Plan review	Prior to issuance of certificate of occupancy	Initials: _____ Date: _____

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TABLE I-1 MITIGATION MONITORING AND REPORTING PROGRAM (CONTINUED)

Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
<ul style="list-style-type: none"> ▪ Restripe the roadway of the southbound approach (within the existing right-of-way) for the lane configurations to include: <ul style="list-style-type: none"> • 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 						
TRANS-1B: Install actuated-uncoordinated traffic signal <u>at SR-1 Southbound Ramps at Clarinada Avenue</u>	Project developer, City of Daly City Public Works Department	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Review and approval of Mitigation Fee Program	Once, prior to commencement of construction activities	Initials: _____ Date: _____
TRANS-1C: Install actuated-uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Serramonte Boulevard</u>	Project developer, City of Daly City Public Works Department	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Review and approval of Mitigation Fee Program	Once, prior to commencement of construction activities	Initials: _____ Date: _____
TRANS-4B: For the intersection of Callan Boulevard & Serramonte Boulevard, implement Mitigation TRANS-1C.		See Mitigation Measure TRANS-1C.				
TRANS-4C: For the intersection of Serramonte Boulevard & Serramonte Center South Driveway, implement the following:						
<ul style="list-style-type: none"> ▪ 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. 	Project developer,	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Approval of design elements	During construction	Initials: _____ Date: _____
TRANS-4D: For the intersection of Gellert Boulevard and Serramonte Boulevard, implement		See Mitigation Measure TRANS-1A.				

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Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
Mitigation TRANS-1A.						
TRANS-6A: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Serramonte Center West.	Project developer,	Prior to construction of Parking Garage	City of Daly City Planning Division City of Daly City Public Works Department	Site plan review Site Inspection	Prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-6B: Install marked crosswalks and ADA compliant curb ramps at the intersection of Callan Boulevard and Clarinada Avenue.	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Planning Division City of Daly City Public Works Department	Site plan review Site Inspection	Prior to commencement of construction activities, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8A: Implementation of Mitigation Measure TRANS-1A.		See Mitigation Measure TRANS-1A				
TRANS-8B: Optimize the traffic signal green time to better accommodate both Cumulative background and Project traffic volumes <u>at the intersection of Serramonte Boulevard and Junipero Serra Boulevard</u> .	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8C: Optimize the traffic signal timing <u>at the intersection of Serramonte Boulevard and El Camino Real</u> .	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____
TRANS-8D: The following shall be implemented <u>at the intersection of Gellert Boulevard and Hickey Boulevard:</u> ▪ Install a right-turn overlap signal phase on the westbound approach	Project developer	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	Prior to issuance of certificate of occupancy, and during regularly scheduled site inspections	Initials: _____ Date: _____

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Mitigation Measures	Implementing Party	Implementation Trigger/Timing	Monitoring Party	Monitoring/Reporting Action	Monitoring Frequency/Timing	Verified Implementation
▪ Optimize the signal timing						
TRANS-8E: Install actuated uncoordinated traffic signal <u>at the intersection of Callan Boulevard and Southgate Avenue.</u>	Project developer, City of Daly City	Prior to occupancy of the improvements scheduled in the Southwest Quadrant	City of Daly City Public Works Department	Site Inspection	During regularly scheduled site inspections	Initials: _____ Date: _____

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