

4.17 TRANSPORTATION

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.17.1 Environmental Setting

This section of the SCEA is based on the Final Transportation Impact Analysis prepared for the proposed project by Hexagon Transportation Consultants, Inc., dated October 8, 2019 (see Appendix I).

Study Area

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, bicycle and pedestrian facilities, and transit service.

Existing Roadway Network

The existing roadways in the project site vicinity are U.S. 101, Geneva Avenue, Bayshore Boulevard, Guadalupe Canyon Parkway, Carter Street, Martin Street, Linda Vista Drive, Schwerin Street, and Partridge Street. These roadways are described below.

U.S. Highway 101 (U.S. 101) near the project site is a limited-access 8- to 10-lane freeway that connects Brisbane and the Peninsula with San Francisco and Marin Counties to the north and San Jose to the south. U.S. 101 provides direct access to the project site to and from the north at the Bayshore Boulevard interchange located approximately 1 mile north of the site. Access to and from the south is provided via interchanges at Beatty Avenue and Lagoon Road, and via ramps at Sierra Point Parkway and Bayshore Boulevard/Airport Parkway approximately 3 miles south of the site.

Geneva Avenue is a four-lane, east-west primary arterial in the vicinity of the project site. It begins at Bayshore Boulevard and ends at Ocean Avenue in San Francisco. It has a center left-turn lane and parking on both sides between Schwerin Street and Bayshore Boulevard in the vicinity of the project site. It provides direct access for various commercial uses and surrounding residential properties. Access to Geneva Avenue from the project site is provided primarily via Schwerin Street. There's a mix of Class II and Class III bike facilities on Geneva Avenue between Ocean Avenue and Bayshore Boulevard.

Bayshore Boulevard is a four-lane, north-south primary arterial with Class II bike lanes on both sides in the vicinity of the project site. It parallels U.S. 101 between Caesar Chavez Boulevard in San Francisco and South San Francisco, where it becomes Airport Boulevard. It provides a direct connection to the Third Street corridor in San

Francisco and also serves the surrounding light industrial and residential uses. Access to Bayshore Boulevard from the project site is provided via Geneva Avenue, Linda Vista Drive, and Main Street.

Guadalupe Canyon Parkway is a four-lane, east-west secondary arterial in the vicinity of the project site. It begins at Bayshore Boulevard and runs westerly through the San Bruno Mountains where it connects with East Market Street to the east. Access to the site would be provided via Carter Street and Martin Street. It also provides access to some office and residential land uses in the City of Brisbane.

Carter Street is a two-lane, north-south collector street in the vicinity of the project site. It begins at Geneva Avenue in the north and ends at Guadalupe Canyon Parkway in the south. It provides direct access to the surrounding residential properties. Access to Carter Street from the project site would be provided via Martin Street.

Martin Street is a two-lane, east-west local roadway that directly borders the site at its southern end. It begins in the east near the eastern boundary of the project site and ends at Carter Street in the west, where it becomes Martin Trail. It would provide direct access to the site via a new driveway. As part of the City's planned improvements, Martin Street would be extended easterly from its current eastern end to intersect with Linda Vista Drive, providing project site access to Bayshore Boulevard.

Linda Vista Drive is a two-lane local roadway with parking on both sides in the vicinity of the project site. It extends from Main Street at the east end to Schwerin Street at its west end, where it becomes Bay Ridge Drive. It provides direct access to the surrounding land uses.

Schwerin Street is a two-lane, north-south local street with parking on both sides in the vicinity of the project site. Schwerin Street borders the western boundary of the site and would provide direct access to the site via the extension of Partridge Street and a new driveway between Partridge Street and Martin Street.

Partridge Street is a two-lane, east-west local street with parking on both sides in the vicinity of the project site. Partridge Street is proposed to be extended eastward to connect to the site via a new driveway; this portion of Partridge Street will be privately maintained.

Alternative Transportation Modes

Existing Bicycle and Pedestrian Facilities

There are existing Class II bicycle lanes on Geneva Avenue and Bayshore Boulevard in the vicinity of the project site. Carter Street between Geneva Avenue and Guadalupe Canyon Parkway, Martin Street between Carter Street and Schwerin Street, and Schwerin Street along the site frontage between Martin Street and Geneva Avenue, are all existing Class III bike routes. The City of Brisbane has "unclassified On-Street" improvements planned for Guadalupe Canyon Parkway. Class II bicycle lanes are also planned along the planned Geneva Avenue extension east of Bayshore Boulevard. Pedestrian facilities in the area include sidewalks along streets, curb ramps and crosswalks at intersections, pedestrian signals at controlled locations, and pedestrian paths. Direct pedestrian access to the site is provided by sidewalks along the site frontage on Schwerin Street and Martin Street. Pedestrian facilities in the project area consist of sidewalks along Geneva Avenue, Schwerin Street, Partridge Street, and Martin Street. Bayshore Boulevard has no sidewalks south of Geneva Avenue, nor on the east side north of Geneva Avenue. According to the Daly City Pedestrian Master Plan, pedestrian access improvements are proposed at various crossings along Geneva Avenue.

Existing Transit Services

Existing transit service to the study area is provided by the MUNI, SamTrans, Caltrain, and BART.

MUNI

MUNI provides bus service near the project site via Route 9, which travels between Daly City and San Francisco. The closest MUNI bus stop to the project site is located on Schwerin Street at MacDonalds Avenue, approximately 0.30 mile north of the site.

SamTrans

SamTrans provides bus service on school days near the project site on Geneva Avenue via Routes 24 and 29. Route 29 has one daily eastbound AM departure and one daily westbound PM departure. The closest bus stop from the project site is located on Geneva Avenue at the intersection with Schwerin Street, approximately 0.25 mile from the site. Route 292, and express route, runs on Bayshore Boulevard, located approximately 1.5 mile away. SamTrans Route 397 provides limited overnight “night owl” service between downtown San Francisco and the Palo Alto transit center, with service to San Francisco International Airport. Connections are provided to AC Transit and Golden Gate Transit from the San Francisco terminus. From the Palo Alto transit center, connections are provided to VTA. The route serves Daly City, with the stop at the intersection of Bayshore Boulevard and Geneva Avenue, located approximately 0.65 miles away.

The Daly City Bayshore Shuttle operated by SamTrans provides free shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a connection to the Balboa BART station on weekdays. The shuttle has a stop immediately fronting the site, at the Schwerin Street/Martin Street intersection. The Bayshore/Brisbane Commuter Shuttle is a free service that runs between the Bayshore Caltrain Station and the Brisbane–Crocker Industrial Park area during commute hours on weekdays. The closest stop for the shuttle is on Bayshore Boulevard near Geneva Avenue.

The Bayshore/Brisbane Senior Shuttle is operated by SamTrans and the San Mateo County Transportation Authority. It operates similar to a paratransit service except that it circles on a fixed route between Bayshore Caltrain Station and South San Francisco (with connections to other SamTrans bus routes) until it receives a call to book a trip.

Caltrain

The Caltrain station nearest to the project site is the Bayshore Station, which is located approximately 1.5 miles from the project site, on Tunnel Avenue at the border of Brisbane and San Francisco.

BART

The nearest BART station is the Balboa BART station, located approximately 2.25 miles northwest of the project site. Trains run on approximately 15-minute headways during commute hours.

Analysis Scenarios

Traffic conditions at the study locations were analyzed for the weekday AM and PM peak hours that are typically between 7:00 AM and 9:00 AM for the AM peak hours and between 4:00 PM and 6:00 PM for the PM peak hours. These periods represent the most congested traffic conditions on the surrounding street network during a typical weekday. The following scenarios were analyzed:

- Existing Conditions.

- Existing Plus Project Conditions.
- Cumulative No Project Conditions.
- Cumulative Plus Project Conditions.

Existing Levels of Service and Signal Warrants

Existing Levels of Service

Table 4.17-1 identifies existing levels of service at the intersections surrounding the project area for both signalized and unsignalized intersections. As shown in the table, measured against the City of Daly City, City of Brisbane and San Mateo County Congestion Management Program (CMP) LOS standards, all of the signalized study intersections currently operate at an acceptable LOS during the AM and PM peak hours. All of the unsignalized study intersections currently operate at LOS B or better during the AM and PM peak hours.

Table 4.17-1: Existing Intersection Level of Service

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Average Delay ²	LOS ³
City of Daly City Intersections						
1	Carter Street and Martin Street	Signal	AM PM	D D	6.7 4.6	A A
2	Carter Street and Guadalupe Canyon Parkway	Signal	AM PM	D D	15.5 13.2	B B
3	Schwerin Street and Geneva Avenue	Signal	AM PM	D D	8.3 10.5	A B
4	Schwerin Street and Otilia Street	AWSC	AM PM	D D	8.1 7.6	A A
5	Schwerin Street and Partridge Street/Project Driveway	AWSC	AM PM	D D	7.6 7.6	A A
6	Schwerin Street and Martin Street	AWSC	AM PM	D D	7.4 7.4	A A
8	Bayshore Boulevard and Geneva Avenue ⁴	Signal	AM PM	D D	13.1 15.5	B B
11	Schwerin Street and Project Driveway (New Street A)	SSSC	AM PM	D D	- -	- -
12	Project Driveway (New Street B) and Martin Street	SSSC	AM PM	D D	- -	- -
13	Linda Vista Drive and Martin Street (planned) ⁵	SSSC	AM PM	D D	- -	- -
City of San Francisco Intersections						
7	U.S. 1010 southbound off-ramp and Bayshore Boulevard	Signal	AM PM	n/a ⁶ n/a ⁶	22.7 20.3	C C
City of Brisbane Intersections						
9	Bayshore Boulevard and Main Street	SSSC	AM PM	D D	0.6 / 13.3 0.6 / 13.3	A / B A / B

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Average Delay ²	LOS ³
10	Bayshore Boulevard and Guadalupe Canyon Parkway	Signal	AM	D	25.3	C
			PM	D	15.1	B

Notes:

- AWSC= All Way Stop Control
- CMP = Congestion Management Program
- HCM = Highway Capacity Manual
- LOS = level of service
- U.S. 101 = U.S. Highway 101
- SSSC= Side Street Stop Control

¹ There is no official LOS standard for unsignalized (AWSC and SSSC) intersections except in the City of Brisbane, which uses standard LOS D for unsignalized intersections.

² Signalized intersection LOS and delays reported are for average control delay per vehicle. The intersection LOS and delays reported for the AWSC intersections pertain to overall average delay. SSSC intersection LOS and delays are reported for both the overall average delay/the approach with highest delay.

³ LOS was calculated based on the HCM methodology using Synchro software.

⁴ The Bayshore Boulevard and Geneva Avenue intersection operates under jurisdictions of The cities of Daly City and Brisbane and San Mateo County (CMP). The CMP LOS standard at the intersection is LOS E.

⁵ The planned intersection is assumed as SSSC, per the assumption in the Martin Street Residential Traffic Impact Analysis.

⁶ The intersection of U.S. 101 southbound ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an Infill Opportunity Zone.

Source: Hexagon Transportation Consultants 2019

4.17.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.12 of the General Plan EIR discusses potential impacts related to traffic and circulation. The General Plan EIR determined that future development would increase regional traffic and affect the LOS of certain intersections, resulting in a significant and unavoidable impact. Future development would not conflict with the standards of the San Mateo and San Francisco CMP or other adopted transportation-related plans, ordinances, programs, and policies; therefore, impacts would be less than significant.

The following General Plan policies would be applicable to the proposed project:

Policy CE-16: Strengthen pedestrian access between and within residential areas and schools, commercial areas, recreational facilities, transit centers, and major activity centers in the City.

Policy CE-18: Continue to install bicycle facilities throughout the City in accordance with the Bicycle Master Plan.

Policy CE-20: Integrate Complete Streets infrastructure and design features into street design and private construction to create safe and inviting environments for people to walk, bicycle, and use public transportation.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to transportation discussed in Chapter 2.1 of the Plan Bay Area EIR and includes the complete text of mitigation measures previously identified by the Plan Bay Area EIR that are applicable to the proposed project.

Impact 2.1-1: Commute Travel Time. The Plan Bay Area EIR analyzed the potential impacts related to per-trip travel time for commute travel and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-2: Non-Commute Travel Time. The Plan Bay Area EIR analyzed the potential impacts related to per-trip travel time for non-commute travel and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-3: Increase in Vehicle Miles Traveled (VMT) and LOS. The Plan Bay Area EIR analyzed the potential impacts related to a substantial increase in per capita vehicle miles traveled (VMT) on facilities experiencing LOS F compared to existing conditions during AM peak periods, PM peak periods, or during the day as a whole, and determined with the implementation of Mitigation Measures 2.1-3-3(a) and 2.1-3-3(b) impacts would be less than significant. These mitigation measures are not applicable to the proposed project because the proposed project would not substantially increase VMT or degrade LOS.

Impact 2.1-4: Increase in VMT. The Plan Bay Area EIR analyzed the potential impacts related to a substantial increase in per capita VMT compared to existing conditions and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-5: Regional Transit. The Plan Bay Area EIR analyzed the potential impacts related to an increased percent utilization of regional transit supply resulting in an exceedance of transit capacity at AM peak hours, at PM peak hours, or for the day, and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.1-6: Movement of Goods through the Bay Area Region. The Plan Bay Area EIR analyzed potential impacts related to the movement of goods in the Bay Area Region and determined future development would not cause significant disruption of goods movement into or through the Bay Area region, and impacts would be less than significant. No mitigation measures were identified.

Impact 2.1-7: Construction Traffic. The Plan Bay Area EIR analyzed the potential impact related to disruption from the ongoing operations of the applicable regional or local area transportation system because of construction activities and determined that with the implementation of Mitigation Measure 2.1-7 impacts would be less than significant (Refer to Impact TRANS-1 in Section 4.17.3, Project-Specific Analysis).

PBA EIR MM 2.1-7: Implementing agencies shall require implementation of best practice strategies regarding construction activities on the transportation system and apply recommended applicable mitigation measures as defined by state and federal agencies. Examples of mitigation measures include, but are not limited to, the following:

- *prepare a transportation construction plan for all phases of construction;*
- *establish construction phasing/staging schedule and sequence that minimizes impacts of a work zone on traffic by using operationally-sensitive phasing and staging throughout the life of the project;*
- *identify arrival/departure times for trucks and construction workers to avoid peak periods of adjacent street traffic and minimize traffic affects;*
- *identify optimal delivery and haul routes to and from the site to minimize impacts to traffic, transit, pedestrians, and bicyclists;*

- *identify appropriate detour routes for bicycles and pedestrians in areas affected by construction;*
- *coordinate with local transit agencies and provide for relocation of bus stops and ensure adequate wayfinding and signage to notify transit users;*
- *preserve emergency vehicle access;*
- *implement public awareness strategies to educate and reach out to the public, businesses, and the community concerning the project and work zone (e.g., brochures and mailers, press releases/media alerts);*
- *provide a point of contact for residents, employees, property owners, and visitors to obtain construction information, and provide comments and questions;*
- *provide current and/or real-time information to road users regarding the project work zone (e.g., changeable message sign to notify road users of lane and road closures and work activities, temporary conventional signs to guide motorists through the work zone); and*
- *encourage construction workers to use transit, carpool, and other sustainable transportation modes when commuting to and from the site.*

4.17.3 Project-Specific Analysis

Impact TRANS-1 Conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact Analysis

The proposed project would require demolition, site preparation, and construction in phases, with each of these activities occurring in each phase. Tables 2.4-1 through 2.4-4 show the anticipated phased construction schedule based on the assumption that construction would begin in 2021, and it is estimated all phases would be completed by 2026 (6 years of construction are anticipated); however, construction may extend up to 15 years due to market conditions. The proposed project would generate traffic through the transport of workers, equipment, and materials to and from the project site. Demolition, grading, and construction workers required for each phase of the proposed project would fluctuate between 15 and 75 workers per day with an average of 35 workers per day. Construction equipment and materials would be stored onsite. Typically, project demolition, grading, and construction activities would be limited to the daytime hours between 7 AM and 9 PM; however, some nighttime work and work on the weekends may occur. The project construction activities would be compliant with the City's Municipal Code Section 9.22.030, which states that between the hours of 10 PM and 6 AM, no person shall cause, create, or permit any noise that may be heard beyond the confines of the property of origin. Implementation of Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) would be required to reduce potential impacts during construction.

The proposed project's operational trip generation during the weekday AM and PM peak hours are presented in Table 4.17-2. Trip generation estimates were based on the net increase in development, which is an increase of 416 du and 15 daycare center students. While the proposed project would add 405 additional units (proposed unit count is 555 and existing is 150 units), the traffic analysis conservatively analyzed 416 units which is greater than the proposed increase in units. Accordingly, based on the Institute of Transportation Engineers (ITE's) trip generation rates, the proposed project would generate 3,106 net new daily vehicle trips, with 203 net new trips occurring during the AM peak hour and 245 net new trips occurring during the PM peak hour.

Table 4.17-2: Proposed Project Trip Generation

ITE Code	Description	Quantity	Daily Rate	Trips						
				Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
220	Residential	416 units	7.32	3,045	44	147	191	147	86	233
565	Child-Care Center	15 students	4.09	61	6	6	12	6	6	12
Total				3,106	50	153	203	153	92	245

Note:

ITE = Institute of Transportation Engineers

Source: Hexagon Transportation Consultants 2019

Existing Plus Project Impacts

Intersection Levels of Service

This analysis assumes that the roadway network and the study intersection lane configurations under existing plus proposed project conditions would be the same as those described under existing conditions, with the exception of inclusion of the planned extension of Martin Street to Linda Vista Drive. Table 4.17-3 compares existing LOS at both the signalized and unsignalized intersections surrounding the project area. As shown in the table, all of the signalized study intersections would operate at an acceptable LOS under existing plus proposed project conditions during the AM and PM peak hours. Similarly, all of the unsignalized study intersections would operate at overall LOS A under existing plus proposed project conditions during the AM and PM peak hours. All of the side-street-stop-controlled intersections would operate at LOS B or better on the worst approach in all cases. Therefore, the proposed project would result in a less than significant impact.

Table 4.17-3: Existing Plus Proposed Project Intersection Levels of Service

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Existing		Existing + Proposed Project		
					Average Delay ²	LOS ³	Average Delay ²	LOS ³	Increase in Average Delay
City of Daly City Intersections									
1	Carter Street and Martin Street	Signal	AM	D	6.7	A	6.8	A	0.1
			PM	D	4.6	A	4.7	A	0.1
2	Carter Street and Guadalupe Canyon Parkway	Signal	AM	D	15.5	B	15.8	B	0.3
			PM	D	13.2	B	13.3	B	0.1
3	Schwerin Street and Geneva Avenue	Signal	AM	D	8.3	A	9.0	A	0.7
			PM	D	10.5	B	11.4	B	0.9
4	Schwerin Street and Ottilia Street	AWSC	AM	D	8.1	A	9.0	A	0.9
			PM	D	7.6	A	8.2	A	0.6
5	Schwerin Street and Partridge	AWSC	AM	D	7.6	A	8.3	A	0.7
			PM	D	7.6	A	9.3	A	1.7

No.	Study Intersection	Traffic Control	Peak Hour	LOS Standard ¹	Existing		Existing + Proposed Project		
					Average Delay ²	LOS ³	Average Delay ²	LOS ³	Increase in Average Delay
	Street/Project Driveway								
6	Schwerin Street and Martin Street	AWSC	AM	D	7.4	A	7.4	A	0.0
			PM	D	7.4	A	7.4	A	0.0
8	Bayshore Boulevard and Geneva Avenue ⁴	Signal	AM	D	13.1	B	13.8	B	0.7
			PM	D	15.5	B	15.9	B	0.4
11	Schwerin Street and Project Driveway (New Street A)	SSSC	AM	D	-	-	0.5 / 9.6	A / A	-
			PM	D	-	-	0.5 / 9.7	A / A	-
12	Project Driveway (New Street B) and Martin Street	SSSC	AM	D	-	-	4.4 / 8.9	A / A	-
			PM	D	-	-	1.9 / 8.9	A / A	-
13	Linda Vista Drive and Martin Street (planned) ⁵	SSSC	AM	D	-	-	2.4 / 9.3	A / A	-
			PM	D	-	-	1.0 / 9.6	A / A	-
City of San Francisco Intersections									
7	U.S. 1010 southbound off-ramp and Bayshore Boulevard	Signal	AM	n/a ⁶	22.7	C	23.5	C	0.8
			PM	n/a ⁶	20.3	C	20.5	C	0.2
City of Brisbane Intersections									
9	Bayshore Boulevard and Main Street	SSSC	AM	D	0.6 / 13.3	A / B	1.0 / 14.1	A / B	0.4 / 0.8
			PM	D	0.6 / 13.3	A / B	0.8 / 10.4	A / B	0.2 / 0.1
10	Bayshore Boulevard and Guadalupe Canyon Parkway	Signal	AM	D	25.3	C	25.7	C	0.4
			PM	D	15.1	B	15.1	B	0.0

Notes:

AWSC= All Way Stop Control
 CMP = Congestion Management Program
 LOS = level of service
 SSSC = Side Street Stop Control
 U.S. 101 = U.S. Highway 101

1. There is no official LOS standard for unsignalized (AWSC and SSSC) intersections, except in the City of Brisbane, which uses standard LOS D for unsignalized intersections.
2. Signalized intersection LOS and delays reported are for average control delay per vehicle. The intersection LOS and delays reported for the AWSC intersections pertain to overall average delay. SSSC intersection levels of service and delays are reported for both the overall average delay/the approach with highest delay.
3. LOS was calculated based on the HCM methodology using Synchro software.
4. The Bayshore Boulevard and Geneva Avenue intersection operates under jurisdictions of Daly City, Brisbane and County (CMP). The CMP LOS standard at the intersection is LOS E.
5. The planned intersection is assumed as SSSC, per the assumption in the Martin Street Residential Traffic Impact Analysis.
6. The intersection of U.S. 101 southbound ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an Infill Opportunity Zone.

Source: Hexagon Transportation Consultants 2019

Traffic Signal Warrant Analysis

The City and San Mateo County CMP do not have a LOS threshold of significance for unsignalized intersections. The City of Brisbane does have a LOS threshold of significance for unsignalized intersections. However, the only unsignalized study intersection located in Brisbane is the side-street-yield-controlled intersection at Bayshore Boulevard and Main Street, which would operate at LOS A overall and LOS B on the minor street approach under both existing conditions and existing conditions plus proposed project conditions. Based on the signal warrant analysis, none of the study intersections currently meet or would meet the peak-hour volume signal warrant under any scenarios in both the AM and PM peak hours. Therefore, the impact would be less than significant.

Vehicle Queuing Analysis

There are no established thresholds under CEQA or policy adopted by the City for determining significance impacts for vehicle queuing. However, vehicle queuing was evaluated for the westbound left turn movement at the intersection of Schwerin Street and Geneva Avenue. Based on the analysis, under existing and existing plus proposed project conditions, the estimated maximum westbound left-turn vehicle queues of 100 feet in the AM peak hour and 150 feet in the PM peak hour would not exceed the 160-foot vehicle storage capacity. The qualitative evaluation concluded that due to the low ambient traffic volumes on Schwerin Street and Martin Street, estimated maximum inbound and outbound vehicle queues at the site driveways would rarely exceed one or two vehicles. Therefore, this impact would be less than significant.

Pedestrian and Cyclists Analysis

Development of the proposed project may incrementally contribute to increased demand for facilities to serve pedestrians, cyclists and transit riders in the City. The project site is located within a Priority Development Area as identified by ABAG (Bayshore [Daly City]), and the project site is located within a Transportation Priority Area as identified by ABAG and Daly City with accessibility being a key defining factor for these areas.

Existing pedestrian activity at the project site can be described as moderate to heavy. Pedestrian volume at the Schwerin Street/Geneva Avenue intersection is 100 or more pedestrian crossings per hour. Pedestrian volumes at the Schwerin Street/Ottolia Street intersection range between 30 and 90 pedestrian crossings per hour, with the higher number occurring during the morning at the start of school at the Bayshore School. The proposed project would include a high-visibility crosswalk on every approach. The east-west fire lane on Midway Drive would also serve as a pedestrian path.

According to the General Plan, approximately 1 percent of the proposed project's users could be expected to commute to and from the project site via bike. For the proposed project, this would equate to approximately one or two new bike trips during each of the AM and PM peak hours. The low volume of bicycle trips generated by the proposed project would not exceed the bicycle-carrying capacity of the streets surrounding the site, and the increase in bicycle trips would not, by itself, require new offsite bicycle facilities. In addition, the proposed project would include bicycle storage and types of bicycle parking spaces (e.g. short-term vs. long-term, racks vs. lockers) to meet the City's Municipal Code requirements, at a minimum.

The nearest bus service is provided by SamTrans Routes 24 and 29, with bus stops located about 0.25 mile from the project site. According to the U.S. Census, bus trips comprise approximately 11 percent of the total commute mode share in the City. For the proposed project, this would equate to 22 new transit trips during the AM peak hour and 27 new transit trips during the PM peak commute hour. This volume of riders would not exceed the carrying capacity of the existing bus service near the project site. While the proposed project would not create a significant impact to transit operations, as part of the proposed project's enhancement to the site's frontage along Schwerin Street, the

proposed project may consider installing a bus shelter or bench. Providing an upgrade to the shuttle stop, be it a bench or shelter, would encourage transit usage.

According to the CEQA Guidelines, a project would create an impact to bicycle, transit or pedestrians on the transportation system if it: (1) conflicts with a program, plan, ordinance or policy addressing the circulation system, including transit, bicycle and pedestrian facilities; or (2) substantially increases hazards due to a geometric design feature; or (3) would create demand in excess of capacity. The proposed project would not alter any existing or planned offsite bicycle, pedestrian, or transit facilities, nor would it create demand in excess of capacity. Therefore, the proposed project would result in a less than significant impact to bicycle, pedestrian, or transit operations in the study area.

Travel Demand Management (TDM) Plan

In accordance with the CMP requirements, the proposed project is proposing to implement Travel Demand Management (TDM) measures to reduce the demand for net new peak-hour trips generated by the proposed project. Note that the trip credits applied were part of City/County Association of Governments (C/CAG) scoring system and does not imply that after all the TDM measures are in place, the proposed project would generate zero net traffic. The total number of trip credits earned through the proposed project's TDM plan are required to total, if not exceed, the number of net new AM or PM peak-hour trips (whichever is greater) generated by the proposed project. Based on the trip generation estimates, the proposed project is expected to generate 203 AM peak hour trips and 245 PM peak hour trips. The proposed project's TDM plan would therefore be required to provide at least 245 C/CAG trip credits. Mitigation Measure TRANS-2 would ensure that the proposed project would implement San Mateo County CMP-approved TDM measures in order to meet the CMP TDM requirement of 245 trip credits.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) and Mitigation Measure TRANS-2 are required.

MM TRANS-2: Travel Demand Management Plan. Prior to the issuance of building permits, the Applicant shall submit a final Congestion Management Program (CMP)-approved Travel Demand Management (TDM) Plan that would include measures to meet the CMP TDM requirement of 245 trip credits. Measures would be identified, pursuant to City's approval, the Applicant shall include these measures to meet the CMP TDM requirement. The final TDM plan shall be approved as part of the Disposition and Development Agreement (DDA).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact TRANS-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Impact Analysis

According to the December 2018 Technical Advisory from the State of California Governor's Office of Planning and Research on Evaluating Transportation Impacts in CEQA, affordable housing projects are exempt from VMT analysis and are assumed to have a less than significant impact. The MTC provides data on trip lengths for employment and residential uses within the nine-county Bay Area. According to the MTC ArcGIS VMT tool, the Bay Area has an average VMT per capita of 15 miles. Using the same tool, the traffic analysis zone where the proposed project is

located shows a residential VMT per capita of 11.5 miles. Thus, the proposed project VMT would be 23 percent lower than the regional average, and no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact TRANS-3 Substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Impact Analysis

The project site would be accessible by four new driveways. Three driveways would be located on Schwerin Street, and one driveway would be located on Martin Street. The driveway located on Schwerin Street at the location of the existing Midway Drive would provide access exclusively to Garage D. The entry to Garage D would be located approximately 80 feet east of Schwerin Street. Eastward from there, the Midway Drive right-of-way is to be closed to vehicular traffic and serve as a fire lane and onsite pedestrian walkway.

Both Schwerin Street and Martin Street are two-lane local streets with low traffic volumes. Parking is permitted on both sides of Schwerin Street along the site frontage. Parking is currently permitted on the north side of Martin Street along a 400-foot segment of the site frontage between Schwerin Street and Brandon Court. Parking is currently prohibited elsewhere on Martin Street east of Schwerin Street. However, there is a housing development under construction along the south side of this segment of Martin Street.

Site Access Operations

Site Driveway Study Intersections

As discussed under Impact TRANS-1, all three site driveway intersections would operate under satisfactory conditions, as unsignalized intersections, both near-term and far-term, without and with the proposed project. Proposed project traffic volumes on Martin Street are expected to be relatively low in the near term, since there is currently no direct Martin Street connection to Bayshore Boulevard and U.S. 101. Under cumulative conditions, with direct project site access to Bayshore Boulevard via the Martin Street extension, proposed project traffic patterns would shift slightly, resulting in an increase in trips on Martin Street.

All approaches to the site driveway intersections, including the approaches on Schwerin Street and Martin Street, are single lane, requiring that all movements share the same lane. Without turn pockets or separate turn lanes, all vehicles would back up behind left-turning vehicles and would be subject to the corresponding delays. However, traffic volumes on Schwerin Street and Martin Streets are low, creating lengthy gaps in traffic that provide ample time and opportunity for left turns.

Midway Drive to Garage D

A qualitative analysis was conducted for traffic conditions at the Midway Drive driveway to Garage D. Under existing conditions, the total volume of vehicles on Schwerin Street along the site frontage, in both directions, is only 211 peak hour trips during the AM peak hour and 195 peak hour trips during the PM peak hour. This equates to an average

headway of 17 seconds per vehicle in the AM peak hour and 18 seconds per vehicle in the PM peak hour. Thus, there would be a gap in traffic nearly every time a vehicle exits from the Midway Drive driveway. With there being sufficient gaps in traffic on Schwerin Street, there would be minimal average delay at the driveway both inbound and outbound. Accordingly, vehicle queues on southbound Schwerin Street at the driveway would be infrequent and typically be no more than one vehicle. Similarly, for outbound traffic from the Midway Drive driveway, there would generally be no more than one vehicle in the queue. It can therefore be expected that the maximum vehicle queues at all four site driveways would generally not exceed one vehicle, and the delays would be relatively short. In addition, most of the stop-controlled intersections in the area operate at LOS A, so the Midway Drive driveway would not be expected to operate any differently with the anticipated traffic.

Sight Distance

Field observations did not show any impediments to lines of sight (such as horizontal or vertical curves, trees or signs) for vehicles exiting the existing site driveways, other than cars parked on the street. The site frontage is designed with recessed, on-street parking and curb extensions (bulb-outs) where the main site driveways meet Schwerin Street or, in the case of New Street 'B', where it meets Martin Street. The on-street parking along the site frontage, adjacent to the main site driveways would thereby be set back from the curb line. This would provide adequate sight distance, looking both left and right down Schwerin Street and Martin Street, for vehicles exiting the three main site driveways.

The Midway Drive driveway to Garage D entry on Schwerin Street does not have curb extensions. In addition, the adjacent on-street parking is not recessed relative to this driveway. The driver's view when exiting the site would, to some extent, be obstructed by vehicles parked on the street on either side of the driveway. Adequate sight distance would be provided by construction curb extensions at driveway, subject to review and approval by the City which would be required through Mitigation Measure TRANS-3. In addition, landscaping near the driveway would need to be maintained such that adequate sight distance is provided. Mitigation Measure TRANS-3 would reduce potential impacts related to sight from implementation of the proposed project to a less than significant level.

Onsite Circulation

The project site layout provides a circulation pattern with no dead-end aisles, curb radii of 8 feet at all intersecting streets onsite and adequate lines of sight at corners due to building setbacks of at least 17 feet along all streets. The jog in New Street 'B' at the intersection with Midway Drive requires two sharp turns in a relatively narrow space with 8-foot turning radii. It is uncertain whether two vehicles approaching the intersection from opposite directions could comfortably pass through the intersection simultaneously. However, the final site plan would be reviewed by the City and Fire Department to ensure that the garage ingress/egress, internal circulation, ramp design, and other relevant design features meet the City Municipal Code requirements or otherwise accord with industry standards.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure TRANS-3 is required.

MM TRANS-3: Driveway Distance. To provide adequate sight distance, the project would provide curb extensions at the Midway driveway to Garage D, subject to review and approval by the City. In addition, the proposed project shall maintain the landscaping near the driveway such that it doesn't obstruct the line of sight down Schwerin Street. Placement of any monument signs or

other permanent fixtures would need to be located out of the line of sight of existing drivers. The final site plan will need to be reviewed by city staff.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact TRANS-4 Result in inadequate emergency access?

Impact Analysis

The proposed project would not result in inadequate emergency access during construction and/or operation. Both Schwerin and Martin streets are connected to adjacent connector streets providing adequate access in the event of an emergency. Therefore, the proposed project would have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.