



Midway Village Redevelopment Project

Sustainable Communities Environmental
Assessment

General Plan Amendment: GPA-9-18-13666

Zone Change: ZC-18-13662

Design Review: DR-9-18-13665

April 6, 2020

Lead Agency:

City of Daly City
333 90th Street
Daly City, California 94015

Technical Assistance:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94597

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Abbreviations and Acronyms

µg/m ³	micrograms per cubic meter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ac	acre
AFY	acre-feet per year
AIA	Airport Influence Area
amsl	above mean sea level
APN	Assessor's Parcel Number
AP Zone Act	Alquist-Priolo Special Studies Zone Act of 1972
AQP	air quality plan
AWSC	All Way Stop Control
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
Bayshore Park	David R. Rowe/Bayshore Park
BMP	best management practice
BSD	Bayshore Sanitary District
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CalOES	California Office of Emergency Services
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CALUCP	Comprehensive Airport Land Use Compatibility Plan
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
C/CAG	City/County Association of Governments
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Department of Mines and Geology
CE	Critically Endangered
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CH ₄	Methane
City	City of Daly City
CMP	Congestion Management Program
CMRA	Construction Materials Recycling Association
CNDDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CO ₂	carbon dioxide

CO ₂ e	carbon dioxide equivalent
CY	cubic yard
dB	decibel
dBA	A-weighted sound level
DCPD	City of Daly City Police Department
DDA	Disposition and Development Agreement
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
du	dwelling units
du/ac	dwelling units per acre
DWR	California Department of Water Resources
DWWR	Department of Water and Wastewater Resources
EIR	environmental impact report
EPA	U.S. Environmental Protection Agency
ESA	Environmental Site Assessment
°F	degrees Fahrenheit
Farmland	Prime Farmland, Unique Farmland, or Farmland of Statewide Importance
FCAA	Federal Clean Air Act
FE	Federally Endangered
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FP	Federally Protected
FT	Federally Threatened
FTA	Federal Transit Administration
GCP	General Construction Permit
General Plan	Daly City General Plan
GHG	greenhouse gas
gpd	gallons per day
GSA	Groundwater Sustainability Agency
HACSM	Housing Authority of the County of San Mateo
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HFC	Hydrofluorocarbon
hp	horsepower
HRA	Health Risk Assessment
I-280	Interstate 280
in/sec	inch/second
ITE	Institute of Transportation Engineers
KBTU	1,000 British Thermal Units
kWh	kilowatt-hours
KSF	1,000 square feet
lbs	pounds
lbs/day	pounds per day

L _{dn}	day-night sound level
L _{eq}	equivalent sound level
L _{max}	maximum sound level
LEV	low-emission vehicle
L _{min}	minimum sound level
LOS	level of service
LRA	Local Responsibility Area
L _{xx}	percent sound level (e.g., L ₁₀ , L ₂₀ ,)
mg/m ³	milligrams per cubic meter
mgd	million gallons per day
Midway Village area	Midway Village Housing Complex
MIR	Maximum Impacted Receptor
MMTCO _{2e}	million metric tons of carbon dioxide equivalent
mph	miles per hour
MRZ	Mineral Resource Zone
MTCO _{2e}	metric tons of carbon dioxide equivalent per year
MTCO _{2e} /SP/yr	metric tons of carbon dioxide equivalent per service population per year
MTC	Metropolitan Transportation Commission
MUNI	San Francisco Municipal Transportation Agency
N ₂ O	Nitrous Oxide
NCCP	Natural Community Conservation Plan
NCFA	North County Fire Authority
NHPA	National Historic Preservation Act
NO ₂	nitrogen dioxide
NOA	naturally-occurring asbestos
NO _x	Nitrogen oxides
NPDES	National Pollution Discharge Elimination System
NRCS	Natural Resources Conservation Service
NSFHA	Non-Special Flood Hazard Area
NSMCSD	North San Mateo County Sanitation District
PAH	polycyclic aromatic hydrocarbon
PFC	perfluorinated chemical
PG&E	Pacific Gas and Electric Company
Plan Bay Area	Plan Bay Area 2040
PM	particulate matter
PM _{2.5}	particulate matter 2.5 microns in diameter or less
PM ₁₀	particulate matter 10 microns in diameter or less
PP	Public Park
ppb	part per billion
ppm	part per million
PPV	peak particle velocity
PRC	Public Resources Code
project site	Midway Village area and Bayshore Park
proposed project	Midway Village Redevelopment Project
R-3	Multiple Family Residential District
RAMP	Regional Advance Mitigation Planning

RAP	Remedial Action Plan
RCNM	Roadway Construction Noise Model
R-HD	High Density Residential
ROG	reactive organic gases
RTP	Regional Transportation Plan
SamTrans	San Mateo County Transit District
SB	Senate Bill
SCEA	Sustainable Communities Environmental Assessment
SCS	Sustainable Communities Strategy
SE	State Endangered
sf	square feet
SF6	Sulfur hexafluoride
SFBAAB	San Francisco Bay Area Air Basin
SFO	San Francisco International Airport
SFPUC	San Francisco Public Utilities Commission
SLCP	short-lived climate pollutant
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SSSC	Side Street Stop Control
SWAT	Special Weapons and Tactics
SWB	South Westside Groundwater Basin
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	Tribal Cultural Resource
TDM	Travel Demand Management
TMDL	total maximum daily load
tpy	trips per year
U.S. 101	U.S. Highway 101
USCB	U.S. Census Bureau
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VDECS	Verified Diesel Emissions Control Strategy
VMT	vehicle miles traveled
VTA	Santa Clara Valley Transit Authority
VVB	Visitation Valley Groundwater Basin
WEAP	Worker Environmental Protection Program
WHRS	California Wildlife Habitat Relationship System
WWTP	Wastewater Treatment Plant
ZEV	zero-emissions vehicle

SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT

This Sustainable Communities Environmental Assessment (SCEA) has been prepared pursuant to Section 21155.2 of the Public Resources Code (PRC).

Project Title: Midway Village Redevelopment Project

Project Description: The Midway Village Housing Complex (Midway Village area) is being proposed for redevelopment as part of the Midway Village Redevelopment Project (proposed project). Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and 5,100 square feet (sf) of community center and office space for the County Housing Authority of the County of San Mateo (HACSM). Additionally, an existing park, David R. Rowe/Bayshore Park (Bayshore Park), is currently located directly northeast of the Midway Village area and the area will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park which would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HACSM currently administers several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

Project Location: The proposed project is located within the City of Daly City, California in San Mateo County. Specifically, the project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site. The project site is approximately 15 acres.

Lead Agency Contact:

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, CA 94015
(650) 991-8158
mvanlonkhuysen@dalycity.org

Required Findings: The City of Daly City has determined that: 1) the proposed project is consistent with the general use designations, density, building intensity, and applicable policies specified for the project area in the Plan Bay Area 2040 (Plan Bay Area 2017b) prepared by the Metropolitan Transportation Commission and Association of Bay Area Governments for the San Francisco Bay Area Region; 2) the proposed project qualifies as a transit priority project pursuant to PRC Section 21155(b); 3) the proposed project is a residential or mixed-use project as defined by PRC Section 21159.28(d); 4) all potentially significant or significant effects required to be identified and analyzed pursuant to the California Environmental Quality Act (CEQA) have been identified and analyzed in an initial study;

and 5) the proposed project, as mitigated, either avoids or mitigates to a level of insignificance all potentially significant or significant effects of the proposed project required to be analyzed pursuant to CEQA.

The attached Environmental Checklist has been prepared by the City of Daly City in support of this SCEA. Further information including the proposed project file and supporting reports and studies may be reviewed at the Economic and Community Development Department, 333 90th Street, Daly City, California, 94015.

Mitigation Measures: Pursuant to Section 21155.2 of the PRC, this SCEA: 1) incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports (EIRs), including the Plan Bay Area EIR (Plan Bay Area 2017a) and the City of Daly City General Plan EIR, and adopted in findings made pursuant to Section 21081; and 2) contains measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project require to be identified in this SCEA.

Michael VanLonkhuysen
Planning Manager
City of Daly City, California

By: _____

Date: _____

1.0 INTRODUCTION

The Midway Village Housing Complex (Midway Village area) is being proposed for redevelopment as part of the Midway Village Redevelopment Project (proposed project). Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for the Housing Authority of the County of San Mateo (HACSM). Additionally, an existing park, David R. Rowe/Bayshore Park (Bayshore Park), is currently located directly northeast of the Midway Village area and this area will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough-graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HACSM currently administers the several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

1.1 PROJECT TITLE

Midway Village Redevelopment Project

1.2 LEAD AGENCY

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

1.3 LEAD AGENCY CONTACT

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015
(650) 991-8158
mvanlonkhuysen@dalcycity.org

1.4 PROJECT APPLICANT

MidPen Housing
303 Vintage Park Drive, Suite 250
Foster City, California 94404

1.5 PURPOSE

The purpose of a Sustainable Communities Environmental Assessment (SCEA) is to evaluate the environmental effects of the proposed project in accordance with the California Environmental Quality Act (CEQA). In addition, this SCEA evaluates the proposed project's consistency with the Metropolitan Transportation Commission (MTC)/Association of Bay Area Governments (ABAG) Plan Bay Area 2040 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) for the San Francisco Bay Area Region and incorporates feasible mitigation measures, performance standards, and/or criteria from prior applicable environmental impact reports (EIRs) into the proposed project.

An SCEA is a form of CEQA documentation established by Senate Bill (SB) 375 to provide streamlined environmental review for certain "transit priority projects." Transit priority projects are residential or mixed-use residential projects that provide a minimum net density of 20 dwelling units per acre and are located within 0.50 mile of a major transit stop or high-quality transit corridor (Public Resources Code [PRC] Section 21155[b]).

An SCEA is comparable to an Initial Study-Mitigated Negative Declaration since the lead agency must find that all potentially significant impacts of a project have been identified, adequately analyzed, and mitigated to a level of insignificance. However, unlike a negative declaration, the SCEA need not consider the cumulative effects of the project that have been adequately addressed and mitigated in prior EIRs. Also, growth-inducing impacts are not required to be referenced, described, or addressed, and project-specific or cumulative impacts from cars and light duty truck trips on global climate change or the regional transportation network need not be referenced, described, or discussed.

1.6 PROJECT LOCATION

The proposed project is located within the City of Daly City, California (City) in San Mateo County (See Figure 2.1-1). Specifically, the project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site (See Figure 2.1-2). The project site is approximately 15 acres.

1.7 EXISTING SETTING AND SURROUNDING LAND USES

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the Daly City General Plan (General Plan), located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. The project site is surrounded by the following land uses:

- **North and East:** A Pacific Gas and Electric (PG&E) facility including administrative buildings, parking, industrial storage, and a power distribution area.
- **South:** A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- **West:** Mixed single- and multi-family residences.

1.8 LAND USE DESIGNATIONS AND ZONING

1.8.1 General Plan Land Use Designation

The General Plan defines High Density Residential (R-HD) and Public Park (PP) as the following:

High Density Residential

This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre. The proposed project is located within the Bayshore planning area that was annexed into the City in 1963. The Bayshore neighborhood consists primarily of detached single-family residential homes, the Geneva Avenue commercial corridor, and a low intensity industrial area immediately north of MacDonald Avenue near the San Francisco border (City of Daly City 2013).

Public Park

This land use designation applies to all developed public open space, including all state, regional, and local parks and city-maintained tot lots, that provides recreational opportunities to the community.

The project site includes Bayshore Park, which provides open space and playgrounds for recreational use in the area. Additionally, common areas would be incorporated into the proposed project to provide for additional open and recreational space (see Section 2.3.3, Recreational Areas, for more detail regarding Bayshore Park).

1.8.2 Zoning

The City Zoning Code identifies the project site as Multiple-Family Residential District (R-3) (City Code section 17.12). R-3 zoning allows for 1 unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land.

1.9 STATUTORY BACKGROUND

The Sustainable Communities and Climate Protection Act of 2008 amended CEQA to add Chapter 4.2, Implementation of the Sustainable Communities Strategy (PRC Section 21155), which provides a CEQA exemption for sustainable community projects and streamlined CEQA analysis for transit priority projects.

PRC Section 21083.3 provides that if a “development project is consistent with the general plan of a local agency and an environmental impact report was certified with respect to that general plan, the application of this division to the approval of that development project shall be limited to effects on the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior environmental impact report, or which substantial new information shows will be more significant than described in the prior environmental impact report.” (PRC Section 21083.3[b]) The corresponding CEQA Guideline provides that a project is “consistent” if its density is the same or less than the standard expressed for the parcel in the general plan for which an EIR has been certified and if the project complies with the density-related standards contained in that plan.(14 CCR Section 15183[i][2])

The City’s 2030 General Plan Land Use Map indicates that the proposed project site is designated as High Density Residential. It is also designated as High Density Residential and Public Park in the General Plan EIR, certified by the City Council on March 25, 2013. The High-Density Residential designation allows a density of 35.1 to 50 dwelling units per gross acre. The proposed project’s density is approximately 48 dwelling units/acre. Because the proposed project would have a density consistent with the High Density Residential designation that was analyzed in the General Plan EIR, it is eligible for the exemption and environmental review shall be limited to effects on the environment which are peculiar to the Property or to the Project and which were not addressed as significant effects in the General Plan EIR.

The environmental analysis in this document focuses on that required for a SCEA (see Section 3.0) but it is noted that the Environmental Analysis (see Section 4.0) also considers the project's consistency with the General Plan and therefore establishes applicability under the exemption for projects consistent with a General Plan for which an EIR was certified.

Further, streamlining provision is the SCEA, the provisions of which are primarily specified in PRC Section 21155.2. Section 21155.2(a) states that, if a transit priority project incorporates all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable EIRs and adopted findings made pursuant to PRC Section 21081, then it shall be eligible for an SCEA. The specific substantive and procedural requirements for the approval of an SCEA include the following:

1. An initial study shall be prepared for a SCEA to identify all significant impacts or potentially significant impacts of the transit priority project, except for the following:
 - a. Growth-inducing impacts, and
 - b. Project-specific or cumulative impacts from cars and light trucks on global climate change or the regional transportation network.
2. The initial study shall identify any cumulative impacts that have been adequately addressed and mitigated in a prior applicable certified EIR. Where the lead agency determines the impact has been adequately addressed and mitigated, the impact shall not be cumulatively considerable.
3. The SCEA shall contain mitigation measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.
4. The SCEA may be approved by the lead agency after the lead agency's legislative body conducts a public hearing, reviews comments received, and finds the following:
 - a. All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed, and
 - b. With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:
 - i. Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.
 - ii. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
5. The lead agency's decision to review and approve a transit priority project with a SCEA shall be reviewed under the substantial evidence standard.

For a detailed analysis of the proposed project's compliance with the SCEA statutory requirements, see Section 3.0, SCEA and Transit Priority Project Consistency.

1.10 CEQA AND PUBLIC AGENCY REVIEW

CEQA requires that project proponents disclose the significant impacts to the environment from proposed development projects. The intent of CEQA is to foster good planning and to consider environmental issues during the

planning process. The City is the Lead Agency under CEQA for the preparation of this SCEA. The CEQA Guidelines (Section 21067) define the Lead Agency as, “the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.” Approval of the proposed project is considered a public agency discretionary action, and therefore, the proposed project is subject to compliance with CEQA. The City has directed the preparation of an SCEA to comply with CEQA.

Stantec has prepared this document at the direction of the City. The purpose of this document is to disclose the environmental consequences of implementing the proposed project to decision-makers and the public. The public, City residents, and other local and state resource agencies will be given the opportunity to review and comment on this document during a 30-day public review period. Comments received during the review period will be considered by the City prior to certification of this SCEA and project approval.

The public review period will commence on **April 6, 2020** and end on **May 5, 2020**, pursuant to CEQA Guidelines Section 15105. If you wish to send written comments (including via email), they must be received by 5:00 p.m. on **May 5, 2020**. Written comments should be addressed to the following:

Michael VanLonkhuysen, Planning Manager
City of Daly City
Economic and Community Development
333 90th Street
Daly City, California 94015
(650) 991-8158
mvanlonkhuysen@dalycity.org

This SCEA and supporting documents are available at the City of Daly City Economic and Community Development Department, located at 333 90th Street, City of Daly City, California 94015, and online at the following URL:
www.dalycity.org/45midwayscea

1.11 DOCUMENT ORGANIZATION

This SCEA is organized as follows:

Section 1.0 Introduction. This section provides introductory information about the proposed project and background information regarding SB 375 and the SCEA process and streamlining provisions.

Section 2.0: Project Description. This section describes the purpose of and need for the proposed project, identifies project objectives, and provides a detailed description of the proposed project.

Section 3.0: SCEA Criteria and Transit Priority Project Consistency. This section includes a discussion of the proposed project’s consistency with the transit priority project criteria listed above and demonstrates that the proposed project satisfies all necessary criteria for approval of a SCEA as set forth in PRC Sections 21155 and 21155.2.

Section 4.0: Environmental Checklist and Environmental Evaluation. This section presents an analysis of a range of environmental issues identified in the CEQA Appendix G Environmental Checklist and determines if the proposed project would result in no impact, a less than significant impact, a less than significant impact with mitigation incorporated, or a potentially significant impact for each topic. If impacts are determined to be potentially significant after incorporation of applicable mitigation measures, an EIR would be required. For this proposed project,

however, mitigation measures have been incorporated, where needed, that would reduce all potentially significant impacts to a less than significant level.

Section 5.0: References. This section lists the references used in preparation of this SCEA.

Section 6.0: List of Preparers. This section identifies report preparers.

1.12 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.12-1 summarizes the potential environmental effects of the proposed project, the recommended mitigation measures, if applicable, and the level of significance after mitigation. As shown in Table 1.12-1, development of the proposed project with mitigation measures would not result in any significant and unavoidable impacts. CEQA requires public agencies to establish a monitoring and reporting program for the purpose of ensuring compliance with those mitigation measures adopted as conditions of approval in order to mitigate or avoid significant environmental impacts identified in a CEQA document. A Mitigation Monitoring and Reporting Program (MMRP), incorporating the mitigation measures set forth in this document, would be adopted at the time of adoption of the SCEA.

Table 1.12-1 Summary of Impacts and Mitigation Measures

Environmental Impact	Finding	Mitigation Measure
4.1 Aesthetics		
AES-1: Have a substantial adverse effect on a scenic vista?	NI	<ul style="list-style-type: none"> None Required
AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	NI	<ul style="list-style-type: none"> None Required
AES-3: In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public Views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, the potential of the project to conflict with applicable zoning and other regulations governing scenic quality?	NI	<ul style="list-style-type: none"> None Required
AES-4: Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	NI	<ul style="list-style-type: none"> None Required
4.2 Agricultural Resources		
AG-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	NI	<ul style="list-style-type: none"> None Required
AG-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract?	NI	<ul style="list-style-type: none"> None Required
AG-3: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	NI	<ul style="list-style-type: none"> None Required
AG-4: Result in the loss of forest land or conversion of forest land to non-forest use?	NI	<ul style="list-style-type: none"> None Required
AG-5: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	NI	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.3 Air Quality		
AIR-1: Conflict with or obstruct implementation of the applicable air quality plan?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2)
AIR-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard?	LTS	<ul style="list-style-type: none"> None Required
AIR-3: Expose sensitive receptors to substantial pollutant concentrations?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) Mitigation Measure AIR-2: Tier 4 Interim Engine Requirements Mitigation Measure AIR-3: Installation of MERV 13 Filters for Phase 1 and Phase 2
AIR-4: Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	LTS	<ul style="list-style-type: none"> None Required
4.4 Biological Resources		
BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a])
BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish or U.S. Fish and Wildlife Service?	NI	<ul style="list-style-type: none"> None Required
BIO-3: Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	NI	<ul style="list-style-type: none"> None Required
BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	NI	<ul style="list-style-type: none"> None Required
BIO-5: Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	LTS	<ul style="list-style-type: none"> None Required
BIO-6: Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?	NI	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.5 Cultural Resources		
CUL-1: Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	NI	<ul style="list-style-type: none"> None Required
CUL-2: Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure CUL-1 (PBA EIR MM 2.11-1)
CUL-3: Disturb any human remains, including those interred outside of formal cemeteries?	LTS	<ul style="list-style-type: none"> None Required
4.6 Energy		
EN-1: Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	LTS	<ul style="list-style-type: none"> None Required
EN-2: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	LTS	<ul style="list-style-type: none"> None Required
4.7 Geology and Soils		
GEO-1: Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? iv. Landslides? 	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations.
GEO-2: Result in substantial soil erosion or the loss of topsoil?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP
GEO-3: Be located on strata or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)

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Environmental Impact	Finding	Mitigation Measure
GEO-4: Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-1: Implement Geotechnical Design Recommendations
GEO-5: Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	NI	<ul style="list-style-type: none"> None Required
GEO-6: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure GEO-3 (PBA EIR MM 2.11-3)
4.8 Greenhouse Gases		
GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	LTS	<ul style="list-style-type: none"> None Required
GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	LTS	<ul style="list-style-type: none"> None Required
4.9 Hazards and Hazardous Materials		
HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
HAZ-2: 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/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)
HAZ-3: Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)

Environmental Impact	Finding	Mitigation Measure
HAZ-4: Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4)
HAZ-5: For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	LTS	<ul style="list-style-type: none"> None Required
HAZ-6: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	LTS	<ul style="list-style-type: none"> None Required
HAZ-7: Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	NI	<ul style="list-style-type: none"> None Required
4.10 Hydrology and Water Quality		
HYD-1: Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP
HYD-2: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP) Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
HYD-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ol style="list-style-type: none"> Result in substantial erosion or siltation on- or off-site; Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; Create or contribute runoff water which would exceed the capacity of existing or planned 	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP

Environmental Impact	Finding	Mitigation Measure
stormwater drainage systems or provide substantial additional sources of polluted runoff; or d. Impeded or redirect flood flows.		
HYD-4: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	LTS	<ul style="list-style-type: none"> None Required
HYD-5: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure HYD-1: Prepare and Implement a SWPPP Mitigation Measure GEO-2: Prepare and Implement Dewatering and Shoring Plans
4.11 Land Use and Planning		
LU-1: Physically divide an established community?	LTS	<ul style="list-style-type: none"> None Required
LU-2: Cause a significant environmental impact due to a 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/M	<ul style="list-style-type: none"> Mitigation Measure HAZ-1: Modification, Amendment, or Rescindment of Deed Restriction and Consultation with Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP)
4.12 Mineral Resources		
MIN-1: Result in the loss of availability of a known mineral resource classified MRZ-2 by the State Geologist that would be of value to the region and the residents of the State?	NI	<ul style="list-style-type: none"> None Required
MIN-2: Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	NI	<ul style="list-style-type: none"> None Required
4.13 Noise		
NOI-1: Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards or other agencies?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure NOI-1: (PBA EIR MM 2.6-5) Mitigation Measure NOI-2: Project Fixed-Source Noise Mitigation Measure NOI-3: Construction Traffic Mitigation Measure NOI-4: (PBA EIR MM 2.6-1[a]) Mitigation Measure NOI-5: Construction Activity
NOI-2: Generation of excessive groundborne vibration or groundborne noise levels?	LTS	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	NI	<ul style="list-style-type: none"> None Required
4.14 Population and Housing		
POP-1: Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	LTS	<ul style="list-style-type: none"> None Required
POP-2: Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	LTS	<ul style="list-style-type: none"> None Required
4.15 Public Services		
PUB-1: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other facilities?	Fire protection, Police protection, schools = LTS/M Parks, other public facilities = LTS	<ul style="list-style-type: none"> Mitigation Measure PUB-1 (PBA EIR MM 2.14-1)
4.16 Recreation		
REC-1: 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	<ul style="list-style-type: none"> None Required
REC-2: Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	LTS	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.17 Transportation		
TRANS-1: Conflict with a program plan, ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure TRANS-1 (PBA EIR MM 2.1-7) Mitigation Measure TRANS-2: Travel Demand Management Plan
TRANS-2: Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	NI	<ul style="list-style-type: none"> None Required
TRANS-3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection(s) or incompatible uses (e.g. farm equipment))?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure TRANS-3: Driveway Distance
TRANS-4: Result in inadequate emergency access?	NI	<ul style="list-style-type: none"> None Required
4.18 Tribal Cultural Resources		
<p>TRIB-1: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size, or object with cultural value to the California Native American tribe and that is:</p> <ul style="list-style-type: none"> i. listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 	LTS/M	<ul style="list-style-type: none"> Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5)
4.19 Utilities and Service Systems		
UTIL-1: Require or result in the relocation or construction of new or expanded water, wastewater, or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2) Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]) Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4)

Environmental Impact	Finding	Mitigation Measure
UTIL-2: Have sufficient water supply available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	LTS	<ul style="list-style-type: none"> None Required
UTIL-3: Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	LTS/M	<ul style="list-style-type: none"> Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2) Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a])
UTIL-4: Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	LTS/M	<ul style="list-style-type: none"> None Required
UTIL-5: Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	LTS	<ul style="list-style-type: none"> None Required
4.20 Wildfire		
<p>WF-1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: that is:</p> <ol style="list-style-type: none"> Would the project impair an adopted emergency response plan or emergency evacuation plan? Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? 	LTS	<ul style="list-style-type: none"> None Required

Environmental Impact	Finding	Mitigation Measure
4.21 Mandatory Findings		
MFS-1: Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	LTS/M	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.
MFS-2: Have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	LTS/M	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.
MFS-3: Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	LTS/M	<ul style="list-style-type: none"> All mitigation measures listed in Sections 4.1 through 4.20.

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

The Midway Village area is being proposed for redevelopment as part of the proposed project. Currently the Midway Village area is developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for HACSM. Additionally, an existing park, Bayshore Park, is currently located directly northeast of the Midway Village area and will be redeveloped as part of the proposed project.

The proposed project would involve redevelopment of the Midway Village area and the Bayshore Park would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. The existing Bayshore Park would be relocated to a different location within the proposed project site and would be rough-graded before it is returned to the City and developed with various park amenities (development of the new park amenities is not part of the proposed project). HSCSM currently administers several affordable housing programs throughout San Mateo County, including the existing Midway Village area. These affordable homes are restricted for low- and very low-income households and would remain as such under the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

2.1.1 Project Location

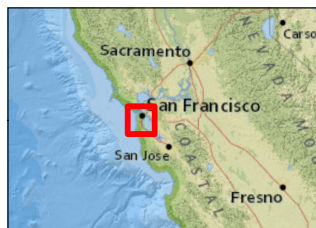
The proposed project is located within the City, in San Mateo County (See Figure 2.1-1) and includes the Midway Village area and the Bayshore Park (project site). The project site is bound by Schwerin Street to the west and Martin Street to the south, with Midway Drive running directly through the center of the project site (See Figure 2.1-2). The project site is approximately 15 acres and comprises the following 39 San Mateo County Assessor's Parcel Numbers (APNs):

005-330-020	005-330-100	005-330-180	005-330-260	005-330-340
005-330-030	005-330-110	005-330-190	005-330-270	005-330-350
005-330-040	005-330-120	005-330-200	005-330-280	005-330-360
005-330-050	005-330-130	005-330-210	005-330-290	005-330-370
005-330-060	005-330-140	005-330-220	005-330-300	005-330-380
005-330-070	005-330-150	005-330-230	005-330-310	005-330-390
005-330-080	005-330-160	005-330-240	005-330-320	005-330-400
005-330-090	005-330-170	005-330-250	005-330-330	



2.1.2 General Plan and Zoning

The 37 parcels on the project site have a General Plan land use designation of High Density Residential (R-HD); two parcels (005-330-330 and 005-330-390) in the northeast corner of the project site have a General Plan designation of Public Park (PP) that encompass the existing Bayshore Park. All of the 39 parcels are zoned as a Multiple Family Residential District (R-3).

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Legend

-  Project Site
-  County Boundary

Notes

1. Coordinate System: NAD 1983 StatePlane California III
FIPS 0403 Feet
2. Data Sources Include: National Geographic, Esri,
Garmin, HERE, UNEP-WCMC, USGS, NASA, ESA, METI,
NRCAN, GEBCO, NOAA, increment P Corp.
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Figure No.
2.1-1

Title

Regional Location

Client/Project

City of Daly City
Midway Village Redevelopment Project

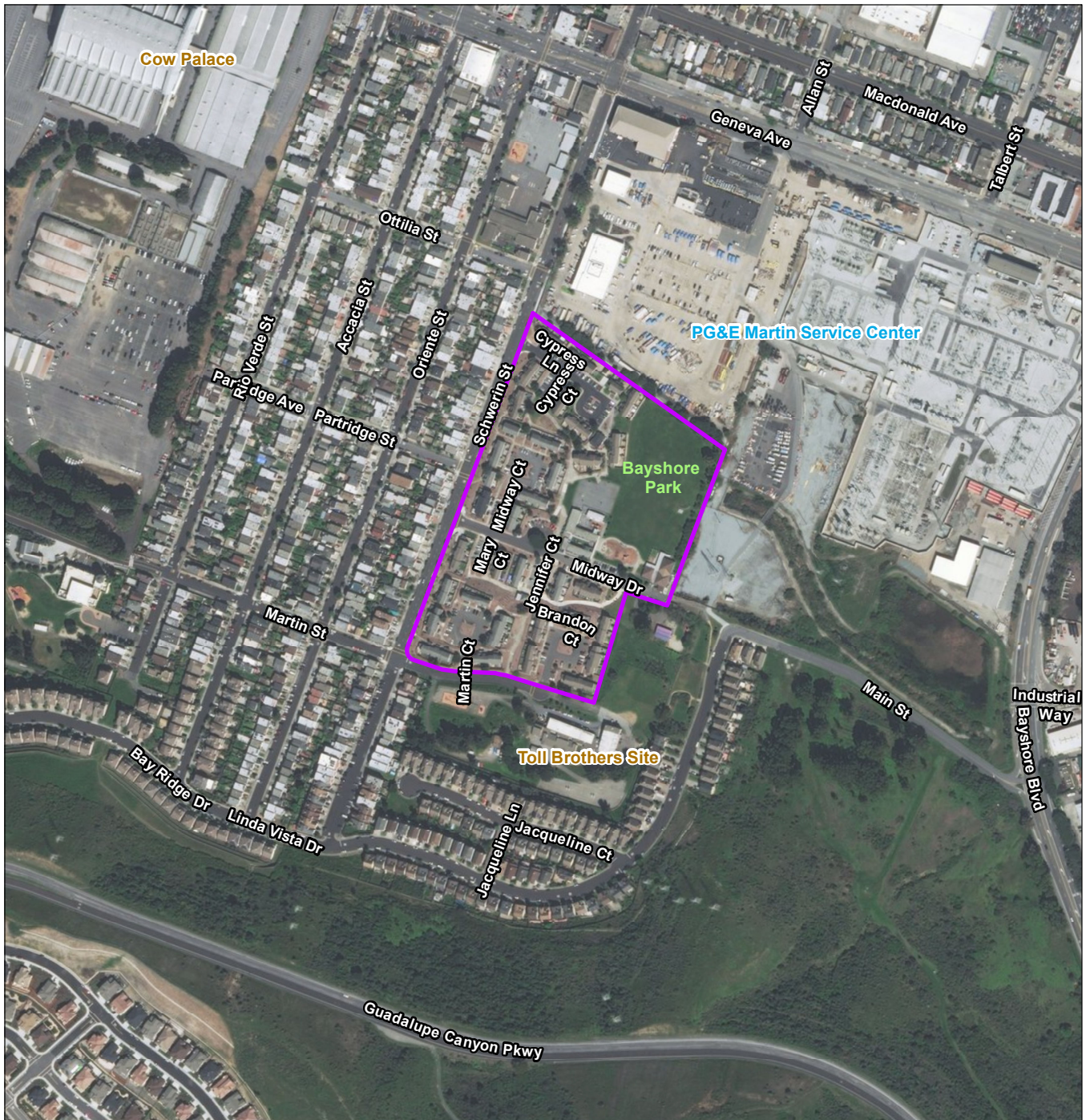
Project Location
Daly City, CA

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Legend
 Project Site

Notes
 1. Coordinate System: NAD 1983 StatePlane California III
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Figure No.
2.1-2

Title

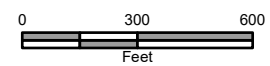
Project Site Location

Client/Project

City of Daly City
 Midway Village Redevelopment Project

Project Location
 Daly City, CA

185704589



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General Plan Land Use Designation

The General Plan defines High Density Residential (R-HD) and Public Park (PP) as the following:

High Density Residential

This designation applies primarily to multi-family residential structures where residential density is between 35.1 and 50 dwelling units per gross acre. The proposed project is located within the Bayshore planning area that was annexed into Daly City in 1963. The Bayshore neighborhood primarily consists of detached single-family residential homes, the Geneva Avenue commercial corridor, and a low intensity industrial area immediately north of MacDonald Avenue near the San Francisco border (City of Daly City 2013). Since the high density residential land use designation allows between 35.1 and 50 dwelling units per gross acre, this would amount to a maximum of 587 units for the 11.75 acres, which is consistent with the 555 units proposed for the proposed project.

Public Park

This land use designation applies to all developed public open space, including all state, regional and local parks and city-maintained tot lots, that provides recreational opportunities to the community.

The project site includes Bayshore Park, which provides open space and playgrounds for recreational use in the area. Additionally, common areas would be incorporated into the proposed project to provide for additional open and recreational space (see Section 2.3.3, Recreational Areas, for more detail regarding Bayshore Park).

The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designations from one portion of the project site to another, within the entirety of the site (See Figures 2.1-3 and 2.1-4). As such, a General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment (the Applicant has also reserved the right to request the relocation as a concession under the Density Bonus Law).

Zoning

The City Zoning Code identifies the project site as Multiple-Family Residential District (R-3) (City Code section 17.12). Uses permitted in this district include the following, as shown in Table 2.1-1 below:

Table 2.1-1: Table of Permitted Uses

Uses Permitted	Use Permit	Maximum Height (feet)	Minimum Lot Area (square feet)	Minimum Lot Width (feet)	Maximum Lot Coverage	Minimum Front Yard (feet)	Minimum Rear Yard (feet)
Multiple-Family Dwelling	No	36	3,000-2,500	33-25	75%	15	10
Motel, professional office, rest home, boardinghouse	Yes	-	-	-	-	-	-

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Notes
 1. Coordinate System: NAD 1983 StatePlane California III
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Legend

- Project Site
- Existing General Plan Land Use Designation**
 - High Density Residential
 - Public Park

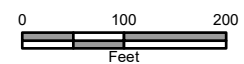
Figure No.
2.1-3

Title **Existing General Plan Land Use Designations**

Client/Project
 City of Daly City
 Midway Village Redevelopment Project

Project Location
 Daly City, CA

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Legend

- Project Site
- Proposed General Plan Land Use Designation**
- High Density Residential
- Public Park

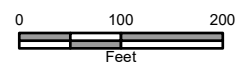
Figure No.
2.1-4

Title **Proposed General Plan Land Use Designations**

Client/Project
 City of Daly City
 Midway Village Redevelopment Project

Project Location
 Daly City, CA

185704589



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R-3 zoning allows for one unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land. Accordingly, the proposed 555 units would be consistent with this requirement.

State Density Bonus Law

The following waivers are being requested because without them, the applicable requirements would physically preclude construction of the units to which the project is entitled to the State Density Bonus Law (Government Code Section 65915):

Multifamily Rental Units:

- The maximum height required for the site would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite.
- The front setback under R-3 zoning would be reduced to zero; however, the proposed buildings generally would have a 5-foot setback from adjacent parcels.

Townhome Units:

- Minimum lot would be lowered from 3,000 square feet to 1,100 square feet per unit.
- The front yard setback would be lowered from 15 feet to 8 feet.
- The minimum lot width would be lowered from 33 feet to 20 feet.
- The maximum lot coverage would be raised from 50 percent to 70 percent.
- The maximum height would be raised from 30 feet to 55 feet.

2.2 EXISTING SITE CONDITIONS

The existing Midway Village area is located in an urban area and is currently developed with 3 one-story and 34 two-story structures. Most of these structures include residential dwelling units with additional structures for a child-care facility and a play area. There are currently 477 residents living on the project site and 109 students enrolled at the Bayshore Child-Care Center, which is operated by Peninsula Family Services. The Bayshore Child-Care Center is a daytime-only facility that operates from 7 AM to 6 PM with 24 employees. There are also seven employees at the San Mateo County Housing Authority offices, which are located on the project site at the end of Midway Drive.

Bayshore Park is 3.3 acres and includes an open grass area, play structures, and basketball courts. There are six existing roadway courts in the Midway Village area including Martin Court, Brandon Court, Jennifer Court, Mary Court, Midway Court, and Cypress Lane. These areas have clusters of existing multi-family units and marked parking spaces. Sporadic landscaping also occurs throughout the development with a mix of trees, shrubbery, and grasses. Walking pathways connect the residential units together and provide access throughout the development.

2.2.1 Surrounding Land Uses

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the General Plan, located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. The project site is surrounded by the following land uses:

- **North and East:** A PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area.

- **South:** A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- **West:** Mixed single and multi-family residences.

2.2.2 Site History

The Midway Village area is listed as a certified cleanup site on the Department of Toxic Substance Control (DTSC) EnviroStor database. A Phase I Environmental Site Assessment (ESA) was prepared for the project site. The site history from this Phase I ESA is summarized below:

From approximately 1906 to 1916, a manufactured gas plant (MPG) operated on what is today the PG&E Martin Service Center property located directly north of the project site. This plant used crude oil to create gas used for lighting. This process produced a waste material called lampblack that contained polycyclic aromatic hydrocarbons (PAHs), which impacted soils where the plant existed. In 1944, the federal government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, approximately 20,000 cubic yards (CY) of soils contaminated with MPG waste was used to fill low-lying areas prior to construction of the housing, as the health effects associated with MPG waste were unknown.

In 1976, the Navy housing was demolished, and the Midway Village Housing Complex was built a year later (Midway Village area). In 1977, the City of Daly City created Bayshore Park on the property immediately adjacent to and northeast of the Midway Village area. It wasn't until 1990 that the Department of Toxic Substances Control (DTSC) became aware of the contamination in and around the Midway Village area, as well as the Bayshore Park area and the child-care facility.

Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 90s. In 1993, the DTSC approved a cleanup and Remedial Action Plan (RAP) for the Midway Village area, which included soil removal of the top 2 to 5 feet of soils in select areas (approximately 2,983 CY of material) followed by capping of these areas with 2 to 5 feet of clean soil, concrete patios, asphalt, or walkways. This work was completed by 1994. Then in 1998, DTSC approved a similar plan for Bayshore Park.

Until recently, investigative activities were concentrated on PAHs and metals in shallow and semi-shallow soil. Other parameters in soil have, until recently, also been evaluated to a lesser extent, including volatile organic compounds (VOCs), metals, cyanide, and phenols. In accordance with Engineering/Remediation Resources Group's (ERRG's) *Midway Village/Bayshore Park Remediation Project Workplan* dated 5 September 2002, PAH-contaminated soil that exceeded clean up levels at depth was removed from portions of Midway Village in the area north of Midway Drive (Village North) and Bayshore Park. A durable cover consisting of two to five feet of clean soil, landscaping with a minimum of two feet of clean soil, or hardscapes including concrete building pads, concrete or asphalt walkways, patios, and roadways (cap) was placed over areas of remaining contamination, generally consisting of the entire Bayshore Park and isolated locations in the vicinity of Buildings 22 through 24, 28, 29, and 31 through 35 (ERRG, 2002). Analytical data for five sources of backfill were provided to DTSC for approval prior to cap (soil) placement (ERRG, 2002).

Multiple Village North parcels and Bayshore Park are subject to three DTSC Land Use Covenants (LUCs), recorded on September 24, 1998 (1998 LUC),¹ October 17, 2002 (2002 LUC),² and November 23, 2010 (2010 LUC),³ together with the 1998 LUC and 2002 LUC, the Existing LUCs) to prevent human direct contact with soil without agency oversight. The portion of Midway Village located south of Midway Drive (Village South), and some parcels on Village North are not subject to Existing LUCs. The areas covered by the Existing LUCs (i.e., Midway Village North parcels and Bayshore Park) are subject to requirements of Operations and Maintenance (O&M) Agreements with the DTSC. The O&M Agreements outline requirements for the cap inspection, maintenance, and reporting (SCS Engineers, 2017). The 2002 LUC is recorded on the land underlying Bayshore Park and contains a prohibition on residential use. Neither the 1998 LUC nor the 2010 LUC contain this restriction. The Existing LUCs are discussed in further detail in Section 4.9.1 hereof.

Since December of 2018, 3 soil gas sampling events have been conducted at the Site under the oversight of the DTSC. In December of 2018 and April of 2019, soil gas testing was performed at the Village North portion of the Site and on November 9, 2018, soil gas testing was performed at the Village South portion of the Site. The soil gas sampling revealed elevated concentrations of VOCs in soil gas at the Site with the exception of Village South. The Project Applicant, County and the City are working with the DTSC to develop appropriate measures to ensure that site conditions will be maintained in a manner protective of human health and the environment, including future Site users. These measures, as well as the results of this sampling, are discussed in further detail in Section 4.9.1 hereof.

2.3 PROJECT CHARACTERISTICS

The proposed project is a mixed-use redevelopment project consisting of residential development, parking spaces, child-care services, a community center, ancillary office space, a revised street system, and open space/recreational uses. The project site totals approximately 15 acres. The proposed project would include 555 total residences, 746 parking spaces, up to 3.5 acres of City-owned park (Bayshore Park), a child-care center, a community center, office space for property management and other ancillary services, and various other open space/recreational elements such as picnic and exercise areas. Currently, the 150 residential units in the Midway Village area consist of 150 very low-income affordability units. The 555 residential units under the proposed project would consist of 104 extremely low-, 170 very low-, and 254 low-income affordability units to allow for low-income families. The remaining 27 units would consist of 7 units for onsite property managers, and the remaining 20 units would consist of for-sale townhomes that would be sold below market rate. Building heights would vary between one and four stories, with a maximum height of 60 feet. Figures 2.3-1 through 2.3-3 show the overall layout of the proposed project features.

The residences would be a mix of apartments including 92 studios, 116 one-bedroom apartments, 190 two-bedroom apartments, 133 three-bedroom apartments, and 24 four-bedroom apartments. The proposed project (including these residences) would be constructed in four phases, which would include demolition of existing structures, and relocation of current residents and the child-care facility onsite as each phase is underway. Table 2.3-1 below shows the proceeding logical development of these phases while Figures 2.3-4 and 2.3-5 depict the demolition and construction phases, respectively.

¹ The land subject to the 1998 LUC consists of APNs 005-330-250, 005-330-260, 005-330-270, 005-330-340, 005-330-350, 005-330-360, 005-330-370, and 005-330-380.

² The land subject to the 2002 LUC consists of APNs 005-330-330 and 005-330-390.

³ The land subject to the 2010 LUC consists of APNs 005-330-280, 005-330-290, 005-330-300, and 005-330-310.

Table 2.3-1: Proposed Tentative Phasing Overview

Phase	Activity	
Phase 1	Demolition	<ul style="list-style-type: none"> Demolition of San Mateo County Housing Authority offices only
	Construction	<ul style="list-style-type: none"> 29 studio apartments 24 one-bedroom apartments 56 two-bedroom apartments 30 three-bedroom apartments 8 four-bedroom apartments Garage A
Phase 2	Demolition	<ul style="list-style-type: none"> Demolition of 46 residences 46 families relocated to Phase 1
	Construction	<ul style="list-style-type: none"> 27 studio apartments 37 one-bedroom apartments 32 two-bedroom apartments 28 three-bedroom apartments 4 four-bedroom apartments Bayshore Child-Care Center
Phase 3	Demolition	<ul style="list-style-type: none"> Demolition of existing child-care center Demolition of 56 residences 56 families relocated to Phase 1 and Phase 2
	Construction	<ul style="list-style-type: none"> 18 studio apartments 27 one-bedroom apartments 49 two-bedroom apartments 40 three-bedroom apartments 6 four-bedroom apartments Community center Garage D
Phase 4	Demolition	<ul style="list-style-type: none"> Demolition of 18 residences 48 families relocated to Phase 1, 2, and 30 families relocated to Phase 4
	Construction	<ul style="list-style-type: none"> 18 studio apartments 28 one-bedroom apartments 53 two-bedroom apartments 35 three-bedroom apartments 6 four-bedroom apartments Park rough-graded and returned to the City of Daly City Park redeveloped by City of Daly City
Total Residences		555

The proposed project is anticipated to be developed over a 6-year period; however, based on market conditions, phasing could be spaced out significantly up to 15 years. For the purposes of this analysis, a conservative approach concentrating the construction into a 6-year period was used. Each of the four phases of development would include demolition of a portion of the existing buildings onsite followed by new building construction. Existing tenants would only need to move one time during redevelopment, directly into their new units. Construction of the new child-care facility would occur early in the development process (Phase 2) to ensure that the students are relocated and settled as early as possible in the process.

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-1

Title

Project Site Plan

Client/Project

City of Daly City
Midway Village Redevelopment Project

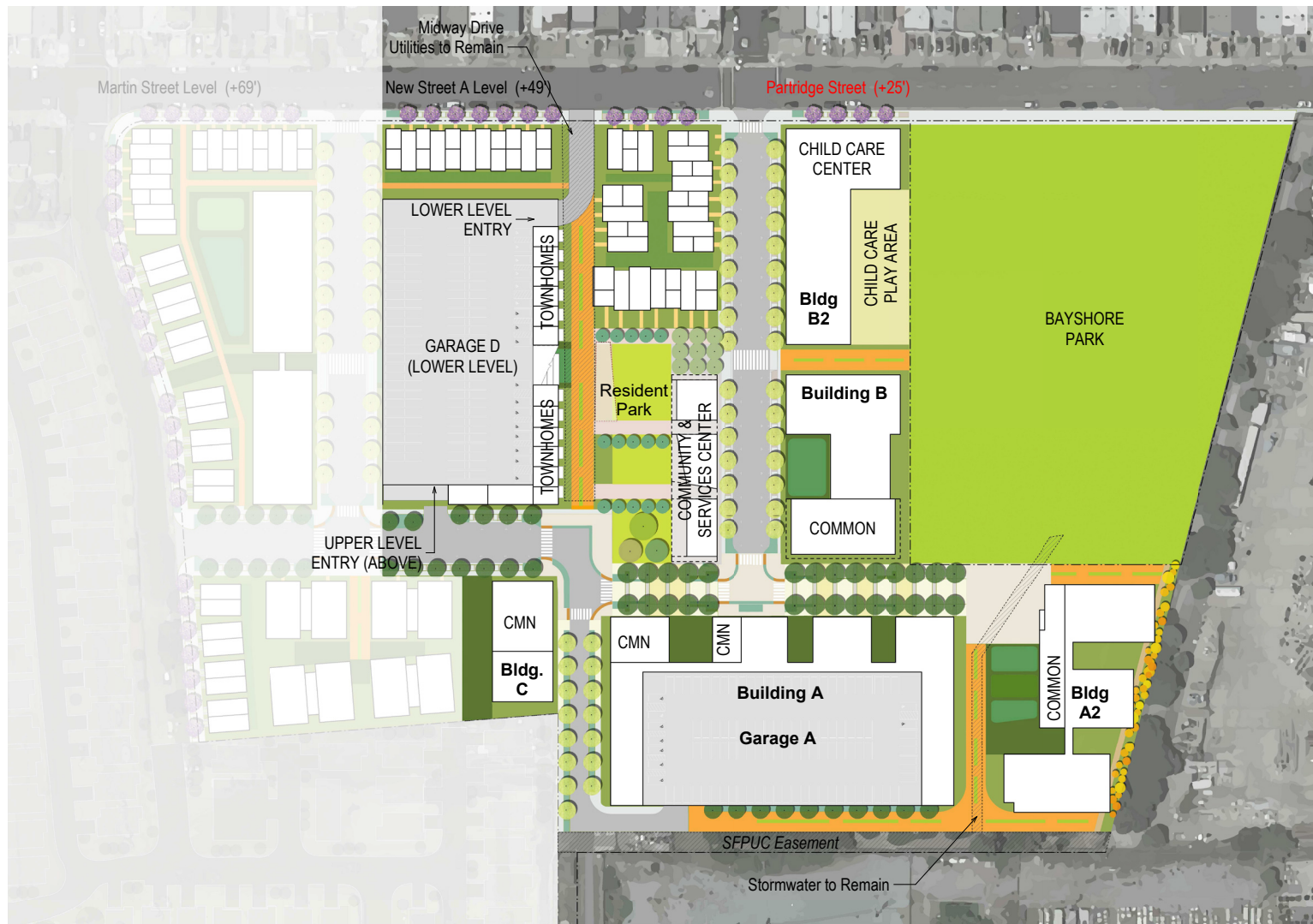
Project Location

Daly City, CA

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-2

Title

Project Site Plan

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-3

Title

Project Site Plan

Client/Project

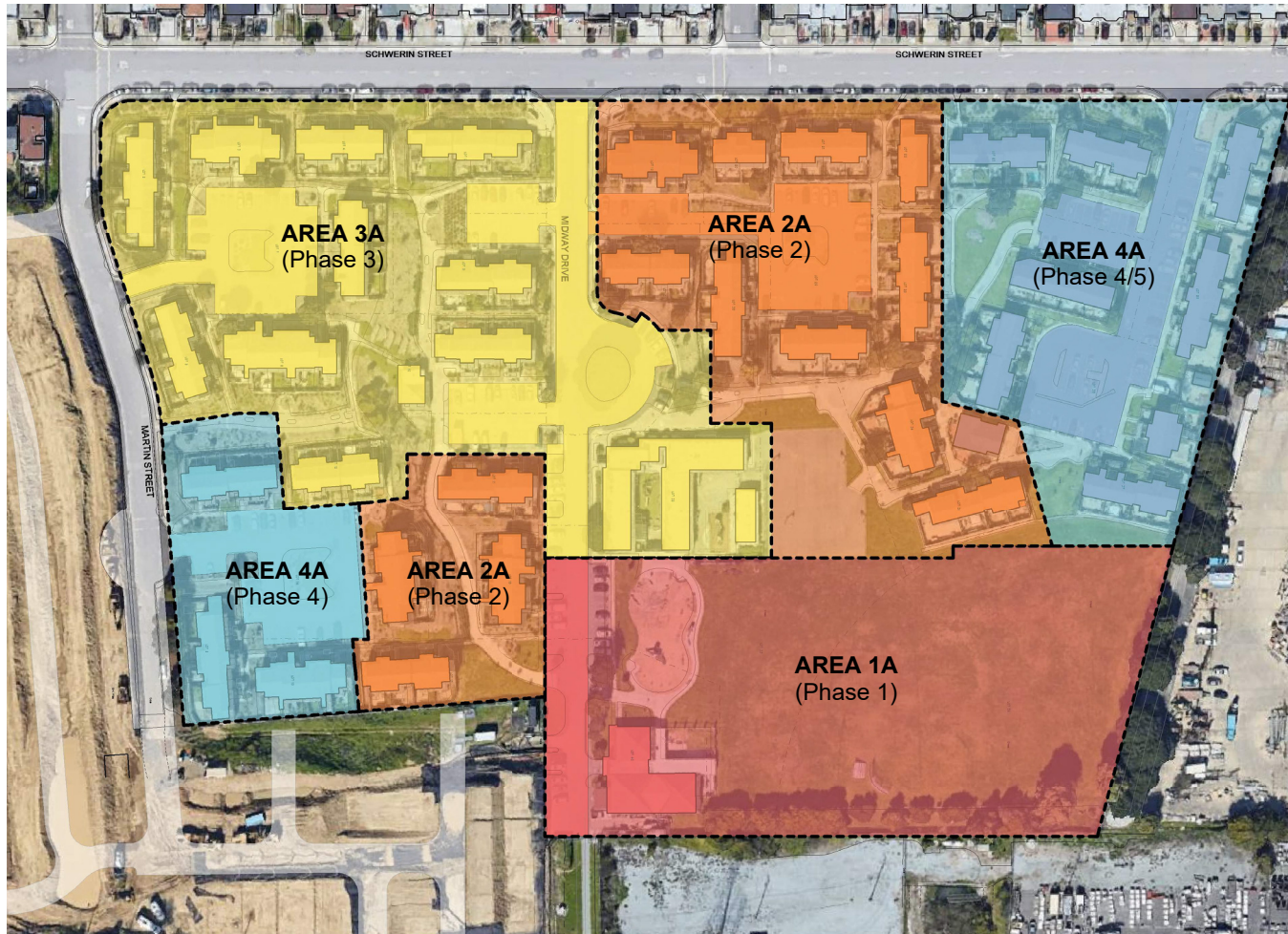
City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

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Demolition

- Demo Phase 1
- Demo Phase 2
- Demo Phase 3
- Demo Phase 4
- Demo Phase 5



Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-4

Title

Demolition Phasing Plan

Client/Project

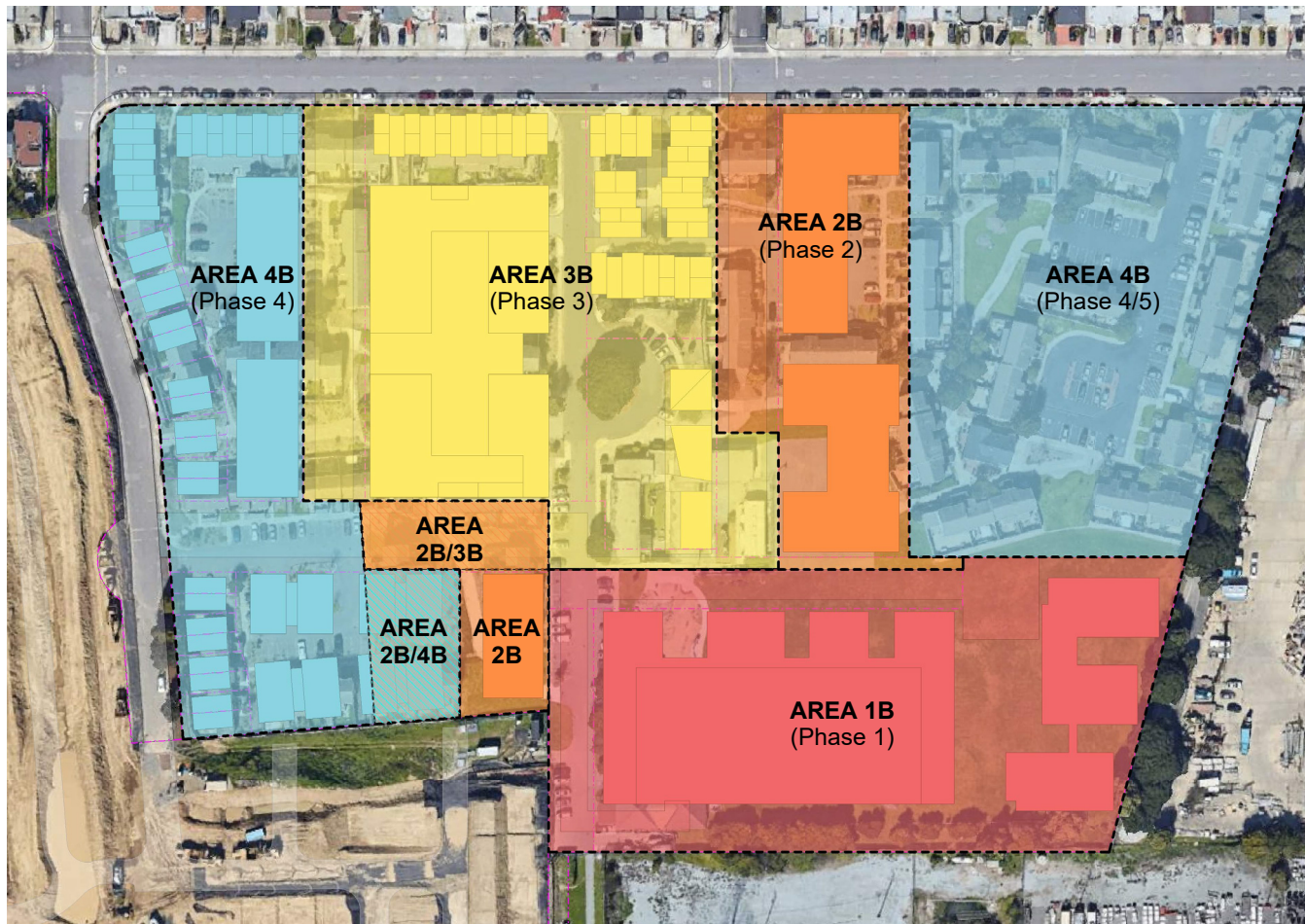
City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

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NEW CONSTRUCTION

- New Construction Phase 1
- New Construction Phase 2
- New Construction Phase 3
- New Construction Phase 4
- Park Returned to City



Source: David Baker Architects
Date: September 18, 2019

Figure No.
2.3-5

Title
Construction Phasing Plan

Client/Project
City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

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The Midway Village area currently consists of 172,500 square feet (sf) of residential, office, and child-care space. The total square footage for the proposed project would be 881,600 sf of mixed residential, office space, common space, a child-care facility, and a community center. The office space is included within the community center space. The breakdown of square footage of each structure under the proposed project is included in Table 2.3-2.

Table 2.3-2: Square Footage of Proposed Structures

Building	Building Type	Square Feet (sf)	Total Square Feet (sf)
Building A	Common A	4,690	237,100
	Garage	152,592	
	Residential	72,690	
	Residential Townhome	7,128	
Building A2	Common A2	4,691	73,512
	Residential	68,821	
Building B	Common B	5,720	68,965
	Residential	63,245	
Building B2	Child-care	16,760	50,280
	Residential	33,520	
Building C	Common C	4,230	28,920
	Residential	24,690	
Community Center	Community Center/Office Space	5,100	5,100
Building D	Common D	4,446	191,197
	Garage	88,432	
	Residential	86,419	
	Residential Townhome	11,900	
Building E	Common E	2,627	51,386
	Residential	48,758	
Building F	Residential	51,180	51,180
Townhome	Residential Townhome – Martin	12,600	85,560
	Residential Townhome – Park	27,000	
	Residential Townhome – Schwerin	45,960	
Townhome For Sale	Townhome- For Sale – Martin	38,401	38,401
Total			881,600

2.3.1 Employment and Future Residents Estimate

Currently there are 31 employees located onsite at both the child-care and office facilities. It is estimated that approximately 15 to 20 additional employees would be needed onsite, depending on the type of special needs populations ultimately served (e.g., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility and Community Center and would provide property management services for the residential units in the development. Employees for maintenance of Bayshore Park would be City employees and are not included in the estimated 15 to 20 employees for the remainder of the project site.

Consistent with the General Plan EIR assumptions and the United States Census Bureau (USCB), the analysis used an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012, USCB 2019). Accordingly, 95 percent of the 555 units would be 527 units, resulting in 1,739 residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,262 new residents. However, for the purposes of this analysis, a more conservative approach of 100 percent occupancy was used which would result in 1,832 total residents, or 1,355 new residents.

2.3.2 Landscaping

Although there is currently some landscaping on the project site, including existing trees and vegetation, this landscaping would be removed during each respective demolition phase and redeveloped as part of the proposed project. Any tree that would be removed and is within public property would be required to comply with Sections 12.40.120 and 12.40.140 of the City's Municipal Code related to tree removal permits and replacement trees⁴. Landscaping for the proposed project would include pavers for stormwater infiltration, native plant stormwater swales, and shade trees. These landscaping features would provide pedestrian-friendly frontages throughout the project site. Additionally, the open spaces in the housing portions of the project site would have planters to manage stormwater. Finally, street frontage and setback areas would have flower plantings and sidewalk shade trees. Figure 2.3-6 shows an overview of the landscaping anticipated for the proposed project, as well as the recreational areas, which are discussed in further detail below.

2.3.3 Recreational Areas

The Midway Village area currently does not incorporate many recreation or common areas in between the residences beyond what currently is provided by Bayshore Park. The proposed project would include various recreation areas that would provide opportunities to foster community and interaction with open space throughout the project site. These residential areas are for residential use only, with the exception of Bayshore Park, which would be open to the public. These recreational areas are split into six different areas: The Garden, The Family Room, Residents Park, Residents Garden, Family Court, and Bayshore Park. These six areas are described in further detail below and shown on Figure 2.3-6.

The Garden

The Garden would be approximately 7,000 sf of open space located in the southwest portion of the new development, west of Building E. This area would include a community garden for use by the residents and an exercise deck.

The Family Room

The Family Room will be approximately 17,000 sf and would be located in the center area of the new development and would be surrounded on the west, north, and east of Building D. This area includes a multi-use lawn, a tot play area, and an outdoor dining area.

⁴ The City's Municipal Code 12.40.140 requires replacement trees to be a minimum of two 24-inch box size (the combined canopy of which is approximately 10 percent of the average street tree canopy in the City or replacement canopy of 17 sf). If it is determined that replacement trees cannot be planted in the same frontage, costs for two trees, each 24-inch box size, plus labor for planting, shall remain in effect. This replacement tree shall be planted on specified alternate public property.

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The Garden

-  COMMUNITY GARDEN
-  EXERCISE DECK



The Family Room

-  MULTI USE LAWN
-  TOT PLAY AREA
-  OUTDOOR DINING AREA

Residents Park

-  OUTDOOR DINING AREA
-  MULTI USE LAWN
-  PLAZA
-  TERRACE SEATING
-  PLAY AREA

Residents Garden

-  MEDITATION GARDEN
-  OUTDOOR DINING AREA

Family Court

-  PICNIC AREA
-  PLAY AREA



Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-6

Title

Recreational Areas and Landscaping

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

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Residents Park

The Residents Park would be approximately 18,000 sf located in the center area of the new development, west of the new community center. This area would include an outdoor dining area, a multi-use lawn, a plaza, terrace seating, and play area.

Residents Garden

The Residents Garden would be approximately 2,500 sf located in the northern portion of the new development and would be surrounded on the northeast, and south by Building B. This area would include a meditation garden and an outdoor dining area.

Family Court

The Family Court would be approximately 6,000 sf and would be located in the northeastern portion of the new development, west of Building A2. This area would include a picnic area and a play area.

Bayshore Park

Bayshore Park is an existing City park adjacent to the existing Midway Village area. As described, the park would maintain its existing purpose; however, it would be relocated within the new Midway Village Redevelopment to the northern most portion of the project site. The proposed project would include grading activities and installation of utility connections associated with the new park; however, development of the park would be the responsibility of the City. As such, though development of the park is not included in the Applicant's proposed project, the re-grading of the new Bayshore Park location is included in the resource analyses in Section 3.0. For the purpose of the environmental analysis, a conceptual design is presented in Figure 2.3-6. This conceptual design has been developed to anticipate final design, and this SCEA will consider the greatest environmental impact. Future improvements at the park may include, but are not guaranteed to include, a 55,800 sf soccer field, a 3,825 sf tennis court, a 6,600 sf playground, a 10-foot-wide jogging path with workout stations around the perimeter of the park, restrooms (1,300 sf), and up to 45 additional shared parking spaces (12,500 sf). Other variations of the park design could include a soccer field (362 feet by 482 feet), a smaller playground structure (600 sf), and the addition of two basketball courts (each 185 feet by 136 feet) and two tennis courts (each 170 feet by 91 feet). The final design and development of the park would be subject to City standards including the City's Municipal Code at the time of development.

For the purposes of analysis in this SCEA, the 'worst case' assumption or highest possible impact for Bayshore Park has been used to quantify potential environmental impacts related to environmental resource considerations. Environmental resource areas' impacts would depend on the resource category. Park features that have the greatest impact area, or most impervious surface (i.e., two basketball courts, and two tennis courts, largest playground, etc.) would require more intensive construction activities and would result in long-term operational impacts. For a conservative assumption, this analysis assumes 24,225 sf of total impervious surface within the redeveloped Bayshore Park. For other resource areas, such as utilities, the greatest impact would occur if more water is required to supply the restroom, a larger open field, or more landscaping. A conservative assumption for this analysis assumes 10,404 gallons of water per day would be required for Bayshore Park irrigation once it is developed, which represents a net decrease from existing conditions of 11,404 gallons of water per day. However, the addition of restrooms at the newly developed Bayshore Park would result in an additional 976 gallons per day of water. No water features or water associated recreational uses beyond irrigation and landscaping are assumed for the proposed project. Impacts related to construction truck trips and the air quality analysis would be greatest if more intensive

construction activities are required for the development of the park. A conservative assumption for this analysis assumes up to 2 feet of grading for the entire Bayshore Park (up to 3.5 acres) and approximately 25 percent of the total surface area of the park would require cement surfaces (i.e., from the tennis courts, basketball courts, parking, etc.).

2.3.4 Vehicular Access

Four main access points located within the project area would connect the project site to the larger circulation system within the City. Midway Drive and two new access streets would provide public access from Schwerin Street to the center portions of the Midway Village Redevelopment. On the southern edge of the development, a new street access would be created from the existing Martin Street. Pedestrian access thorough the new development would be differentiated by the patterned concrete and raised sidewalks throughout the site that would connect with the City's existing sidewalk structure along the southern and western property boundaries. The relocated Bayshore Park would be accessed from Schwerin Street.

Streets would typically be 20 to 36 feet wide and would include two-way travel and parking on either side of the street. Sidewalks would be approximately 12 feet wide and would include landscaping and fire hydrants.

2.3.5 Parking

The proposed project meets the Zoning Ordinance requirements (City Municipal Code Section 17.34.020[D]), which allows low income housing to provide at least three-quarters of the normally required number of spaces. All parking would be located aboveground. The breakdown of parking is included in Table 2.3-3 below and shown on Figure 2.3-7.

Table 2.3-3: Parking

Structure or Location	Number of Spaces
Garage A	378
Garage D	250
Child-care Loading Parking	13
Resident Assigned Spaces	60
Resident Loading Spaces	5
Ownership Space	40
Total	746

2.3.6 Aesthetics and Design

Based on the General Plan and City Zoning Ordinance, the proposed project is consistent with the surrounding area; however, the proposed project would be subject to a Design Review by the City to ensure that the proposed project is consistent with existing features in the surrounding area and City code requirements. The proposed project would allow for residential intensification with mixed-use elements on and adjacent to the main thoroughfares of the City, which are well-served by public transportation. The maximum height for the proposed buildings would be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite, which would be consistent with the City's Municipal Code.

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Source: David Baker Architects
Date: September 18, 2019

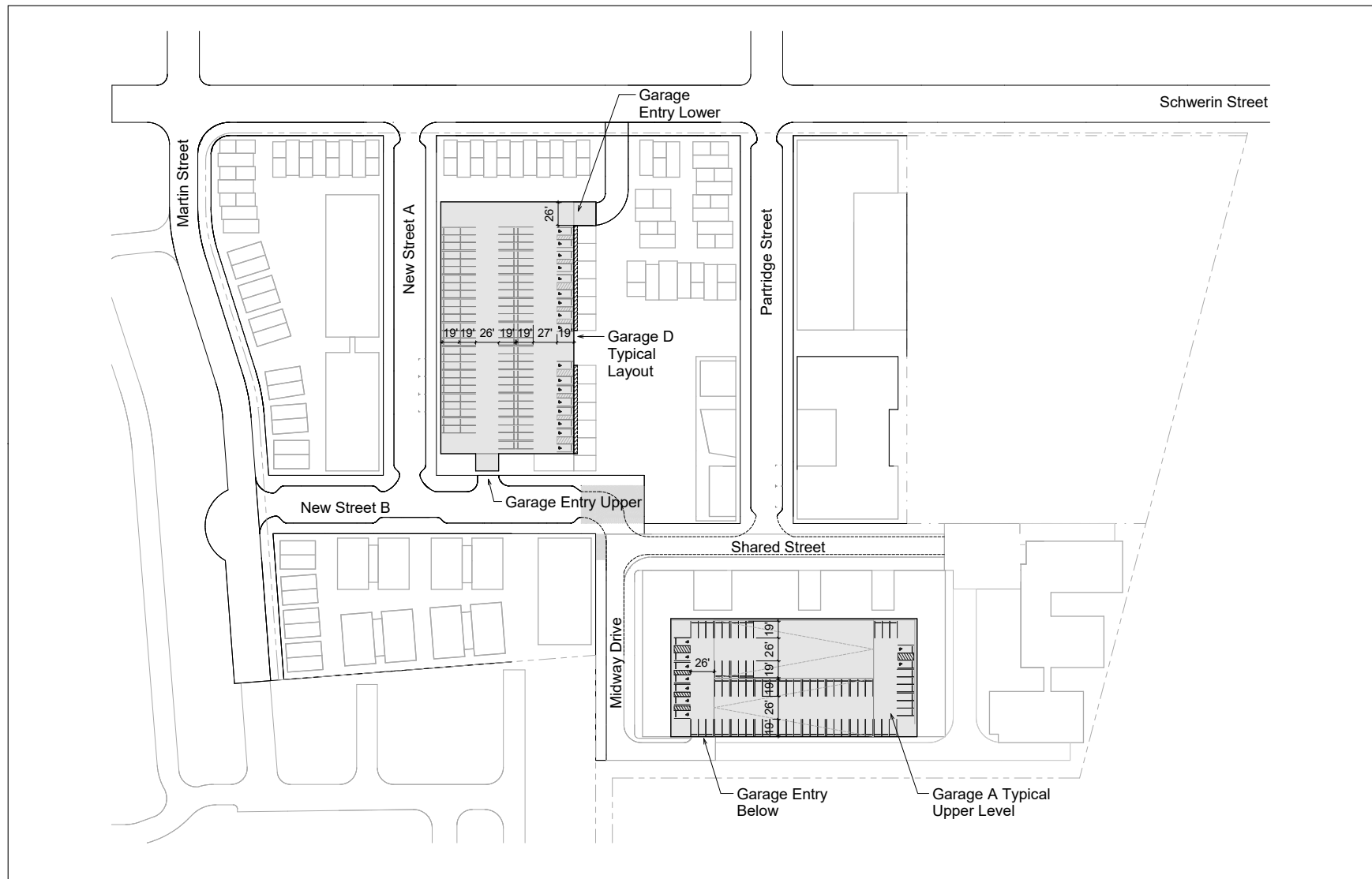


Figure No.

2.3-7

Title

Parking Plan

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

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The proposed project design would complement the existing design and appearance of the adjacent commercial and residential area. The buildings would be highly articulated on all four sides to maximize architectural interest and minimize building massing. Bayshore Park would be designed similar to the existing park on the site; however, the park would be relocated within the project site and would include improvements such as a jogging path, workout station, and ball fields/courts, which would depend on the final approved design by the City (see Section 2.3.3, Recreational Areas, for more details regarding the design of Bayshore Park).

The proposed project has been designed with a number of architectural treatments and changes in plane and volume. Building exteriors would consist of materials such as stucco, fiber cement siding, fiber cement panels, brick veneer, metal panels, storefront windows, vinyl windows, metal awnings, metal railings, glass railings, and metal louvre. Renderings of the proposed project and overall design are shown in Figures 2.3-8 through 2.3-11. Additionally, the proposed project would require a maximum of 50 new fire hydrants per the California Fire Code and City design standards (Section 6.02.C).

2.3.7 Alternative Transportation

Existing transit service to the project site is provided by the San Francisco Municipal Transportation Agency (MUNI), San Mateo County Transit District (SamTrans), Caltrain, and Bay Area Rapid Transit (BART) as described in Section 4.17, Transportation. As shown in Figure 2.3-12, 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 MacDonald Avenue, approximately 0.30 mile north of the site. SamTrans provides bus service near the project site on Geneva Avenue via Routes 24 and 29 on school days. SamTrans Route 292, an express bus, is located approximately 1.5 mile away; Route 397 provides limited “night owl” service between downtown San Francisco and the Palo Alto transit center, with service to San Francisco International Airport. From the Palo Alto transit center, connections are provided to Santa Clara Valley Transit Authority (VTA). The route serves Daly City, with the stop at Bayshore Boulevard and Geneva Avenue, located approximately 0.65 mile 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. The shuttle has a stop immediately fronting the site, at the intersection of Schwerin Street and Martin Street. The Bayshore/Brisbane Senior Shuttle is operated by SamTrans and the San Mateo County Transportation Authority. It operates similarly 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.

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. 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.

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-8

Title

Uphill Rendering

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-9

Title

Downhill Rendering

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

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Source: David Baker Architects
Date: September 18, 2019

Figure No.

2.3-10

Title

Rendering of Community Square

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

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Figure No.

2.3-11

Title

**Rendering of Schwerin St. and
Partridge St. Intersection**

Client/Project

City of Daly City
Midway Village Redevelopment Project

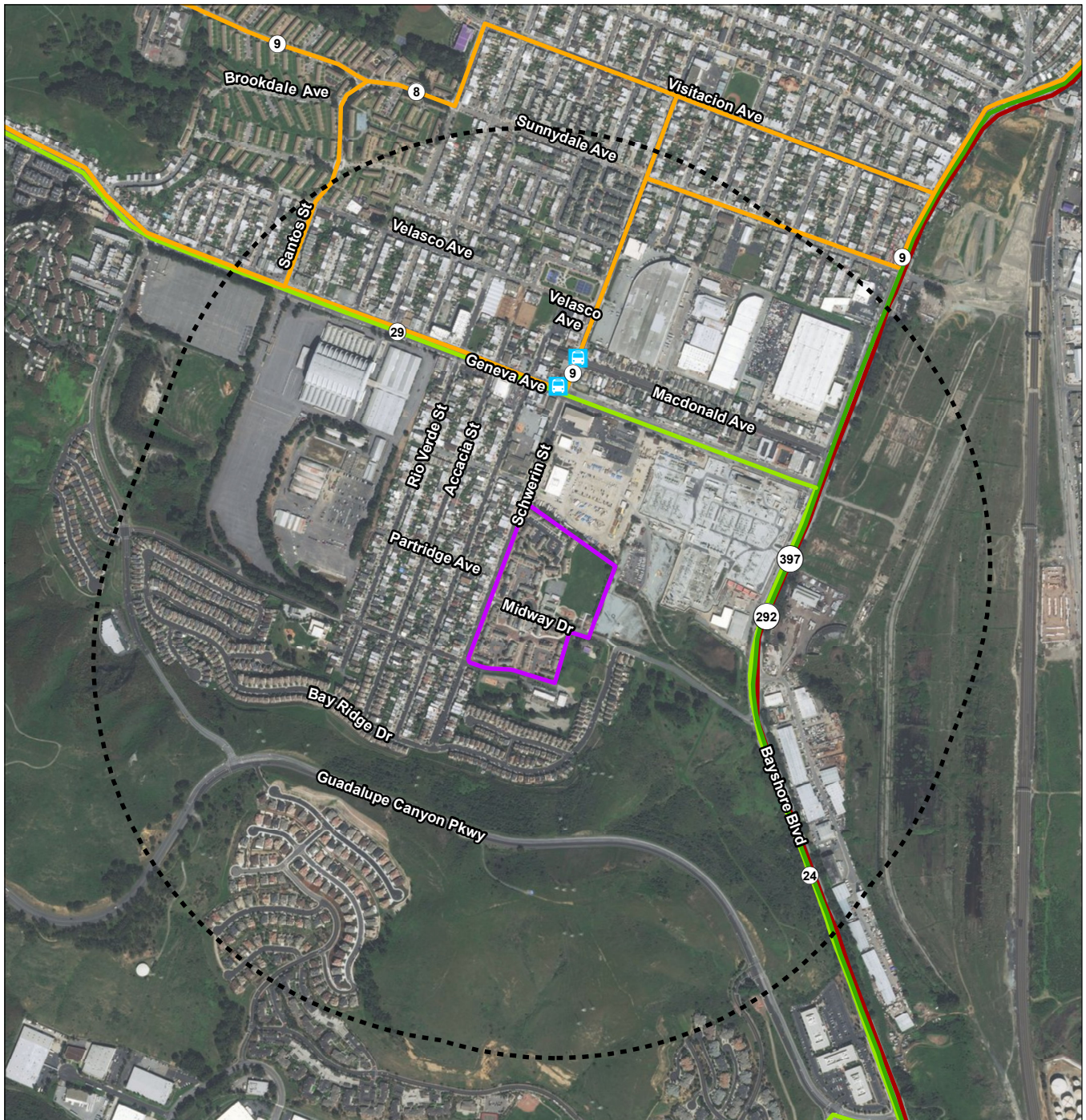
Project Location

Daly City, CA

185704589

Source: David Baker Architects
Date: September 18, 2019

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Notes
 1. Coordinate System: NAD 1983 StatePlane California III
 FIPS 0403 Feet
 2. Data Sources Include: bing - (c) 2010 Microsoft
 Corporation and its data suppliers

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

Legend

Closest Muni Stop

Project Site

0.5 mile Buffer

Nearby Transit Routes

San Francisco Muni Routes

SamTrans School-day Only Routes

SamTrans Routes Connecting to Caltrain Station

SamTrans Routes Connecting to BART and Caltrain stations

Figure No.
23-12

Title

Transit Priority Area

Client/Project

City of Daly City
 Midway Village Redevelopment Project

Project Location
 Daly City, CA

185704589

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2.3.8 Sustainability

The proposed project would incorporate a variety of operational sustainability features that would reduce its demand for resources, use non-toxic materials, and promote waste reduction, including but not limited to, the following:

- The 555 residential units would be within walking distance of multiple Daly City MUNI and SamTrans bus stops.
- Solar thermal or photovoltaic panels would be installed on the new buildings, which would reduce energy consumption requirements.
- Proximity to neighborhood-oriented retail services would reduce vehicle miles traveled.
- A majority of the garage spaces are provided in two parking structures, which allows for greater landscaping and green space, thereby reducing heat island effects.
- Energy efficiency improvements would be made for at least 10 percent efficiency above 2016 Title 24 standards.

2.3.9 Utilities

The City currently provides water and some utility service to the Midway Village area and Bayshore Park and would continue to do so under the proposed project. Bayshore Sanitary District (BSD) provides wastewater collection and pumping services for the project area. PG&E currently provides power and gas services to the project site and would continue to do so.

Water Supply

The project site is served by the City's Department of Water and Wastewater Resources (DWW). A large portion of the City's water supply is received from the San Francisco Public Utilities Commission (SFPUC). Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is provided to the City whenever feasible. According to the General Plan, multi-family residential water consumption accounts for 30 percent and commercial accounts for 9 percent of total City water use.

Table 2.3-4 shows the proposed water supply needed to serve the proposed project. According to the water supply assessment (Appendix A), there would be sufficient water capacity to serve the proposed project.

Table 2.3-4: Water Supply

Proposed Project	No. of Units	Approximate Area ^a (ft ²)	Approximate Number of Occupants ^b	Land Use Classifications	Unit Water Demands ^{b,c}	Average Day Demands ^d AFY
Phase 1						
Building A/parking garage A	78	234,000 (86,000/148,000)	3.12	multiple-family residential	60 gpcd	16.4
Building A2	70	71,000	3.12	multiple-family residential	60 gpcd	14.7
Subtotal	148	305,000				31.0
Phase 2						
Building B	58	69,000	3.12	multiple-family residential	60 gpcd	12.2

Proposed Project	No. of Units	Approximate Area ^a (ft ²)	Approximate Number of Occupants ^b	Land Use Classifications	Unit Water Demands ^{b,c}	Average Day Demands ^d AFY
Building B2 (childcare center)	36	50,500	3.12	multiple-family residential	60 gpcd	7.5
Building C	34	29,000	3.12	multiple-family residential	60 gpcd	7.1
Townhomes	22	27,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	150	175,500				31.5
Phase 3						
Building D/parking garage D	95	192,000 (103,500/88,500)	3.12	multiple-family residential	60 gpcd	19.9
Community center	-	5,500	-	multiple-family residential	0.135 gpsfpd	0.8
Townhomes	22	46,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	117	51,500				25.4
Phase 4						
Building E	65	60,000	3.12	multiple-family residential	60 gpcd	13.6
Building F	40	45,000	3.12	multiple-family residential	60 gpcd	8.4
Townhomes	15	12,600	3.12	multiple-family residential	60 gpcd	3.1
Townhomes (ownership)	20	39,000	3.12	single-family residential	60 gpcd	4.2
Subtotal	140	156,600				29.4
Buildout						
Park ^e	-	145,000 (72,500)	-	public park	0.135 gpsfpd	11.0
Proposed project total		761,100				128.2 *

Notes:

* The total projected demand for the Midway Redevelopment is approximately 128 AFY or about 114,000 gpd.

a. Approximate total building areas of all floor levels within the exterior walls provided by Applicant

b. Approximate number of occupants and unit water demands are from Near- and Long-Term Water Resources Planning (BC, 2012). Hotel: 60 gallons per day (gpd) per room. Theater/Restaurant/Gym: 0.135 gpsfpd

c. gpcd = gallons per capita per day; gpsfpd = gallons per square foot per day; gps = gallons per minute per sprinkler; gpd/rm = gallons per day per room

d. Average day demands converted to AFY (acre feet per year)

e. Water use for the proposed Bayshore Park is uncertain. Brown and Caldwell assumed 50% of total area as landscaping and applied a demand factor of 0.135 gpsfpd

Source: Brown and Caldwell 2020 (See Appendix A)

Wastewater

The project site is currently served by an 18-inch sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the Carlyle Pump Station located at 96 Industrial Way. This pump station has four 30 horse power pumps and the maximum capacity of this pump station with four pumps

running is 3,320 gallons per minute (gpm). Wastewater collection and pumping are provided by BSD and treatment is provided by the San Francisco Public Utilities Commission (SFPUC). No improvements are anticipated for the sewer lines.

Table 2.3-5 shows the existing and proposed increase (proposed minus existing use) in wastewater generated by the proposed project. According to calculations provided in Appendix B, there would be sufficient wastewater capacity to serve the proposed project.

Table 2.3-5: Wastewater Generated

Project Characteristic	Demand Factor ^{1, 2}		Existing Consumption ³ (gallons/day)	Proposed Project Consumption ³ (gallons/day)	Increase in Use (gallons/day)
Residential	200	gallons/du/day	30,000	111,000	81,000
Office/Community Center	10	gallons/person/day	70	900	830
Day Care	10	gallons/student/day	1,090	1,250	160
Bayshore Park Restrooms ⁴	488	gallons/restroom/day	0	976	976
Total				114,126	82,966

Notes:

1. Residential demand is based on Bayshore Sanitary District 2018 Master Plan wastewater design criteria of 200 gallons per day per dwelling unit.
 2. Office/community center and child-care demand factor is based on City of Oakland Sewer flow rate of 10 gallons per day per person.
 3. Existing and proposed employees/students counts for office/community center and daycare are provided by DBarchitects.
 - Child-care: 109 existing and 125 proposed students
 - Office/community center: 7 existing and 90 proposed students
 4. Assumes 20 fixtures per restroom.
- du = dwelling unit

Electricity

The project site receives electrical service from PG&E. Underground electricity and natural gas lines would be extended to the project site from existing facilities in Schwerin Street. The proposed project would include energy conservation features, including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements by meeting current Tier 2 Energy Efficiency standards. Section 4.6, Energy, contains detailed information on the proposed project's energy usage.

Stormwater

The Midway Village area and Bayshore Park is currently connected to the City's storm drain system and would continue to be connected under the proposed project. Currently the project site includes 374,980 sf of impervious surface, including the Midway Village area and 20,875 sf of impervious surface at Bayshore Park. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area [432,370 sf] and the redeveloped Bayshore Park [24,225 sf]). Existing stormwater drainage within the site carries runoff from the Sunnydale Watershed which empties at the northeast edge of the site via a 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition.

Stormwater would be treated at landscaped areas and with permeable pavers that would retain and treat runoff. Planters throughout the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. The proposed project consists of the following design measures: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, pervious vehicular turf block, direct runoff into bioretention areas, direct runoff into flow through planters, and non-pervious pavement. The Bayshore Park site would be graded and prepped to allow for adequate stormwater drainage from the site, and stormwater design features would be incorporated into the final park design to maintain this drainage. According to calculations provided in Appendix C, there would be sufficient stormwater capacity to serve the proposed project.

2.4 PROJECT CONSTRUCTION

2.4.1 Schedule

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. Six years is a conservative assumption because potential impacts would be more concentrated rather than spreading construction activities out over 15 years. Construction for the new park amenities would be coordinated by the City and would occur after construction of the residential portion of the proposed project is complete. The construction schedule is the same for each phase but sequential. It is anticipated that ancillary improvements would occur concurrently with the construction of the facilities, by phase.

Table 2.4-1: Phase 1 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	1/15/2021	1/31/2021	12
Site Preparation	2/1/2021	3/1/2021	20
Grading	3/2/2021	3/20/2021	15
Building Construction	3/20/2021	10/30/2021	175
Paving	7/1/2021	8/1/2021	23
Architectural Coating	11/1/2021	12/20/2021	35

Table 2.4-2: Phase 2 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	9/1/2023	10/10/2023	25
Site Preparation	10/15/2023	11/25/2023	28
Grading	11/26/2023	12/18/2023	16
Building Construction	12/20/2023	8/2/2024	155
Paving	6/1/2024	7/20/2024	35
Architectural Coating	8/3/2024	9/25/2024	38

Table 2.4-3: Phase 3 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Table 2.4-4: Phase 4 Construction Schedule

Task	Start Date	End Date	Workdays
Demolition	7/10/2025	9/4/2025	40
Site Preparation	9/5/2025	10/24/2025	35
Grading	11/1/2025	12/6/2025	25
Building Construction	12/7/2025	8/17/2026	175
Paving	6/1/2026	7/31/2026	48
Architectural Coating	8/16/2026	10/5/2026	35

Typically, project demolition, grading, and construction activities would be limited to the daytime hours between 7 AM and 9 PM, except that work in the public right-of-way or City facilities would only occur between construction hours authorized by City permits; additionally, 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.

2.4.2 Access and Staging

Workers would access the project site from the City streets and U.S. Highway 101 (U.S. 101). Materials would typically be stored onsite in the future parking lot areas. However, flooring and photovoltaic panels may be stored offsite. Demolition, grading, and construction work is generally anticipated to occur within the project site; however, work may extend as far as the centerline of Schwerin Street for connections of utility lines. Construction materials and equipment would be delivered using trucks during the daytime hours (between 7 AM and 9 PM).

2.4.3 Construction Equipment and Workers

Construction equipment anticipated onsite is listed in Table 2.4-5. No pile driving is proposed. Rammed aggregate piers would be used to reinforce the soils onsite for the one podium structure, Building D. 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. Additional construction equipment for the improvements is accounted for in each phase as shown in Table 2.4-5.

Table 2.4-5: Proposed Construction Equipment

Phase Name	Off-Road Equipment Type
Demolition	Concrete/industrial saws
	Excavators
	Rubber-tired dozers
	Tractors/loaders/backhoes
Site Preparation	Graders
	Tractors/loaders/backhoes
	Excavators
Grading	Concrete/industrial saws
	Graders
	Rubber-tired dozers
	Tractors/loaders/backhoes
Building Construction	Cranes
	Forklifts
	Tractors/loaders/backhoes
Paving	Cement and mortar mixers
	Paving equipment
	Pavers
	Rollers
	Tractors/loaders/backhoes
Architectural Coating (Painting)	Air compressors

2.4.4 Grading and Demolition

There would be approximately 63,734 CY of earth movement on the project site. The maximum depth of cut and fill onsite would range from 13 to 26 feet (pers. Comm. Patrick Chour June 28, 2019).

Trees, roots, vegetation, organic surficial soil, and concrete would be removed from structural areas unless specified in the final design plans by the City. The depth of organic surficial soil to be removed would vary but would average 3 feet.

It is anticipated that 12 of the 15 total acres of surface area would be affected by grading operation at the project site, including Bayshore Park, and the proposed project would include a total of 456,595 sf of impervious surface upon buildout of the proposed project (pers. Comm. Matt Lewis October 17, 2019). Due to the potentially contaminated soils on the project site from previous grading and capping activities, it is possible that further contaminated soils could be encountered during demolition and grading activities, particularly in areas that currently have existing structures that would be demolished. Specifically, under Buildings A, A2, and B2, a passive Vapor Barrier would be required to protect against potentially contaminated soils in these areas. Soil fill may be required depending on further geotechnical investigations prior to any grading activities. These fill activities would be in addition to what occurred as part of the 1994 and 1998 cleanup of the site. The maximum soil fill that would be required at the project site would include 3,018 CY of suitable material, as deemed appropriate by the geotechnical engineer.

During excavation activities, groundwater may be encountered at the project site and temporary construction dewatering may be necessary. All temporary construction dewatering would be in accordance with a Waste Discharge Requirement permit from the San Francisco Bay Regional Water Quality Control Board (RWQCB).

The Existing LUCs on the project site limit alteration of the soils within the site and includes the following restrictions related to soil management and the cap:

“4.02. Soil Management

- a) *The Owner shall provide the [DTSC] written notice at least fourteen (14) days prior to any activities that will disturb the soil below the Cap (e.g., excavation, grading, removal, trenching, filling, earth movement or mining). Any such activities must comply with a Soil Management Plan and a Health and Safety Plan approved by [DTSC].*
- b) *No notice shall be required for activities that temporarily disturb only the top 2 feet of soil. However, at the conclusion of such activities, the Owner is required to maintain at least 2 feet of clean soil above the contaminated layer.*
- c) *Any contaminated soils brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with all applicable provisions of state and federal law.*

4.03. Non-Interference with Cap

- a) *All uses and development of the Capped Property shall preserve the integrity Cap.*
- b) *The Cap shall not be altered without written approval by [DTSC], except as allowed in section 4.02 of this Covenant.*
- c) *Covenanter shall notify [DTSC] of each of the following: (i) the type, cause, location, and date of any damage to the Cap; and (ii) the type and date of repair of such damage. Notification to [DTSC] shall be made as provided below within ten (10) working days after the completion of any repairs. Timely and accurate notifications by any Owner or Occupant shall satisfy this requirement on behalf of all other Owners and Occupants.”*

2.4.5 Lighting and Security

Lighting currently exists in the Midway Village area in the form of streetlights and lights in residences. Low-level lighting would be installed and expanded on as part of the proposed project in the common courtyard and recreational areas, including Bayshore Park once it is developed. All proposed project lighting would be shielded and directed downward to avoid light trespass and minimize the potential for glare or spillover onto adjacent properties. Lighting would be used from dusk to dawn for security purposes during operations. Proposed project lighting including lit building numbers would conform to National Electric Safety Code requirements and all applicable City lighting requirements, including those specified in the Plan Bay Area EIR.

2.5 PROJECT OBJECTIVES AND REQUIRED PROJECT APPROVALS

2.5.1 Objectives

The proposed project includes the following project objectives:

1. Construct new affordable housing and mixed-use development consistent with the General Plan.
2. Provide affordable housing in accordance with the City's Regional Housing Needs Allocation, the City's Housing Allocation Plan, and Government Code 65915/SB 1818.
3. Provide onsite property management services for residents of Midway Village Redevelopment.
4. Provide a livable neighborhood with an appropriate street design; connections to transit, parks, and recreation; and a diversity of housing types.
5. Reduce vehicle miles travelled by siting affordable rental housing at sites that can be developed with high densities near public transportation to reduce greenhouse gas (GHG) emissions.

The RTP/SCS forecast includes 660,000 new housing units and 1,119,920 new jobs by 2040 in the Bay Area. The General Plan's Administrative Draft Housing Element 2014–2022 forecast includes 1,350 of the new housing units (between 2014 and 2022) and 9,180 of the new jobs (between 2010 and 2025) to be in the City. Approximately 30 percent (405 new housing units) of the housing growth in the City would be from the proposed project.

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

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. The proposed project falls within the planning assumption that MTC projected for the Plan Bay Area in the RTP/SCS.

2.5.2 Approvals

This SCEA would be used by the City as the Lead Agency to evaluate the potential environmental impacts of the proposed project. Anticipated proposed project approvals/actions may include but are not limited to the following:

- Adoption of the SCEA: City of Daly City
- General Plan Amendment to relocate land use designations within project site: City of Daly City
- Approval of State Density Bonus Law Development Standard Waivers: City of Daly City
- Design Review: City of Daly City
- Sign Permit: City of Daly City
- Right-of-Way Abandonment: City of Daly City
- Tree Removal Permit: City of Daly City
- National Pollutant Discharge Elimination System Permit: Regional Water Quality Control Board
- Approval of plans and contract documents and payment of fees: Bayshore Sanitary District
- Deed Restriction Amendment or Rescindment Approval: DTSC

Other ministerial approvals, such as building-related permits and City encroachment permits, are also anticipated. Additionally, all work related to improvements and proposed project grading would be subject to the City Municipal Code, including the Zoning Ordinance, Building Code, and Fire Code.

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3.0 SCEA CRITERIA AND TRANSIT PRIORITY PROJECT CONSISTENCY

3.1 SENATE BILL 375

The State of California adopted SB 375, also known as “The Sustainable Communities and Climate Protection Act of 2008,” which outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California’s GHG emissions reduction mandates. SB 375 requires the state’s 18 metropolitan planning organizations to incorporate a SCS into the regional transportation plans to achieve their respective region’s GHG emission reduction targets set by the California Air Resources Board (CARB). Correspondingly, SB 375 provides various CEQA streamlining provisions for projects that are consistent with an adopted applicable SCS and meet certain objective criteria; one such CEQA streamlining tool is the SCEA.

The MTC and ABAG are the joint metropolitan planning organization for the San Francisco Bay Area region, including San Mateo County. On July 26, 2017, MTC and ABAG jointly adopted its second RTP/SCS known as Plan Bay Area 2040 (Plan Bay Area), which serves as an update to the 2013 Plan Bay Area RTP/SCS.

For the San Francisco Bay Area region, CARB has set GHG emissions reduction targets at a 7 percent reduction in per-capita emissions from cars and light-duty trucks by 2020, and a 15 percent reduction by 2035 relative to 2005 levels. The Plan Bay Area outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 25, 2018, CARB officially determined that the Plan Bay Area would, if implemented, meet CARB’s 2020 and 2035 GHG emission reduction targets (CARB 2017a).

3.2 TRANSIT PRIORITY PROJECT CRITERIA

PRC Section 21155 sets forth the requirements for a project to qualify as a transit priority project. To qualify, a project must be: 1) consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in a sustainable communities strategy (see California PRC Section 21155[a]); and 2) a “transit priority project” (as defined in California PRC Section 21155[b]).

The following information demonstrates that the proposed project is a qualified transit priority project pursuant to the requirements of PRC Sections 21155(a) and 21155(b), and therefore, is eligible for certain CEQA streamlining benefits by way of preparing an SCEA for purposes of compliance with CEQA.

- 1. The project must be consistent with the general land use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or alternative planning strategy.***

Plan Bay Area is the applicable RTP/ SCS for the proposed project. The proposed project would be consistent with the land use designation, density, and building intensity requirements identified by the Plan Bay Area.

Plan Bay Area identifies the subject property as falling within the Priority Development Area of the Bayside subregion of Plan Bay Area for the City. The policies of the Plan Bay Area document are embedded in the metrics and growth forecast assumption of the Plan Bay Area document. For the purposes of determining consistency, projects consistent with the growth forecast assumptions of the Plan Bay Area are consistent with these policies. The proposed Midway Village Redevelopment Project is consistent with these growth forecast

assumptions because it is consistent with the allowed uses, densities and intensities of the applicable adopted local land use plan (in this case, the City's 2030 General Plan).

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

2. *Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;*

The proposed project is comprised of 592,312 sf of residential use, 31,504 sf of common space/community center space, 16,760 sf of day care space, and 241,024 sf of parking garage. Residential use is approximately 67% of the total (592,312 sf ÷ 881,600). The proposed project would be consistent with this criterion.

3. *Provides a minimum net density of at least 20 units per acre; and*

The proposed residential density of the project is 37 dwelling units per acre (du/ac) (555 dwelling units [du] ÷ 15 acres [ac]). The proposed project would be consistent with this criterion.

4. *Is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.*

PRC Section 21155(b) defines a "high-quality transit corridor" as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines a "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." PRC Section 21155(b) states that a "major transit stop" is defined in PRC Section 21064.3, except that, for purposes of Section 21155(b), it also includes major transit stops that are included in the applicable regional transportation plan.

The proposed project is within a Transit Priority Area studied within the Plan Bay Area. One-hundred percent of the proposed project is within the required 0.5 mile of a major transit stop. As described further in Section 4.17, Transportation, the project site is within 0.30 mile of a MUNI bus stop and surrounding businesses. MUNI Route #9 operates on 9-minute headways on weekday peak periods and 11 minutes on weekends. Therefore, the proposed project would be consistent with this criterion.

3.3 PREVIOUS RELEVANT ENVIRONMENTAL ANALYSIS

PRC Sections 21151.2(a) and 21159.28(a) require that a transit priority project incorporate all feasible mitigation measures, performance standards, or criteria from prior applicable EIRs, which for the proposed project would include the City of Daly City General Plan EIR and the Plan Bay Area Program EIR.

City of Daly City General Plan EIR

In February 2013, the City certified a Program EIR for the 2030 General Plan Update. The EIR analyzes the potential effects resulting from implementation of the designated land uses and policies in the General Plan. The General Plan was developed to be a self-mitigating document; consequently, all policies included in the General Plan were designed to avoid or minimize impacts resulting from plan implementation. As such, the General Plan EIR does not include impact-specific mitigations. Rather, the General Plan EIR references policies that reduce the General Plan impacts to each respective resource category. As a result, there are no mitigation measures from the General Plan EIR that directly apply to the proposed project, but the proposed project is subject to all relevant policies through the City's development review process. General Plan policies applicable to the proposed project are incorporated in the respective resource sections in Section 4.0, Environmental Checklist and Environmental Evaluation.

Plan Bay Area EIR

The Plan Bay Area Program EIR, certified on March 25, 2013, serves as an informational document to inform decision-makers and the public of the potential environmental consequences of approving the Plan Bay Area. The Plan Bay Area EIR includes mitigation measures designed to help avoid or minimize significant environmental impacts. It is the intent of MTC/ABAG that lead agencies and others use the information contained within the Plan Bay Area Program EIR in order to "tier" subsequent environmental documentation of projects in the region.

The Mitigation Monitoring and Reporting Program for the Plan Bay Area EIR does not include project-level mitigation measures that are required to be incorporated into a project. However, the Plan Bay Area EIR Mitigation Monitoring and Reporting Program does provide a list of mitigation measures that MTC/ABAG determined a lead agency can and should consider, as applicable and feasible, where the lead agency has concluded that a project has the potential to result in significant effects.

As such, this SCEA, where applicable, incorporates relevant mitigation measures previously identified by the Plan Bay Area EIR. If incorporation of an applicable Plan Bay Area mitigation measure is not sufficient to reduce an identified, project-specific impact, then a project-specific mitigation measure is presented in the analysis and would be implemented to ensure less than significant impacts. The applicable mitigation measures previously identified by the Plan Bay Area EIR are incorporated in the respective resource sections in Section 4.0, Environmental Checklist and Environmental Evaluation.

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4.0 ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

The environmental resources checked below would be potentially affected by this proposed project, involving at least one impact that would require mitigation to reduce the impact from "Potentially Significant" to "Less Than Significant" as indicated by the checklist on the following pages.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gases	<input checked="" type="checkbox"/> Hazards and Hazardous Materials
<input checked="" type="checkbox"/> Hydrology and Water Quality	<input checked="" type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population and Housing	<input checked="" type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input checked="" type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire	<input checked="" type="checkbox"/> Mandatory Findings of Significance

Evaluation of Environmental Impacts

This section presents the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended as appropriate as part of the proposed project.

For this checklist, the following designations are used:

Significant and Unavoidable: An impact that could be significant, and for which mitigation has not been identified. If any significant and unavoidable impacts are identified after applicable mitigation measures have been applied, an EIR must be prepared. An SCEA cannot be used in the case of a project for which this conclusion is reached in any impact category.

Less Than Significant With Mitigation Incorporated: This designation applies where applicable and feasible mitigation measures previously identified in prior applicable EIRs or in the Plan Bay Area EIR have reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact" and pursuant to Section 21155.2 of the PRC, those measures are incorporated into the SCEA.

This designation would also apply where the incorporation of new project-specific mitigation measures not previously identified in prior applicable EIRs or in the Plan Bay Area EIR has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact".

Less Than Significant Impact: Any impact that would not be considered significant under CEQA, relative to existing standards.

No Impact: The proposed project would not have any impact.

Determination

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the Applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☒ I find that the proposed project is a qualified "transit priority project" that satisfies the requirements of Sections 21155 and 21155.2 of the Public Resources Code (PRC), and/or a qualified "residential or mixed use residential project" that satisfies the requirements of Section 21159.28(d) of the PRC, and although the proposed project could have a potentially significant effect on the environment, there will not be a significant effect in this case, because this Sustainable Communities Environmental Assessment (SCEA) Initial Study identifies measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the proposed project.

Signature

Date

4.1 AESTHETICS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.1.1 Environmental Setting

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014. The purpose of SB 743 is to streamline the review under CEQA for several categories of development projects, including the development of infill projects in transit priority areas. PRC Section 21099(a)(7) defines a transit priority area as an area located within 0.5 mile of a major transit station that is “existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.” A major transit stop is a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

PRC Section 21099(d)(1) states that a project’s aesthetic impacts shall not be considered a significant impact on the environment if:

1. The project is in a transit priority area;
2. The project is on an infill site; and
3. The project is residential, mixed-use residential, or an employment center.

Further provisions of SB 743 provide that this legislation “does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies (PRC Section 21099[d][2][A]), and that aesthetic impacts do not include impacts on historical or cultural resources (Section 21099[d][2][B]).

The proposed project meets each of the above three criteria because it meets the following requirements: (1) the project site is located within 0.5 mile of several local bus transit lines; (2) the project site is located on an infill site that is already developed as the Midway Village area; and (3) the proposed project would be a mixed-use residential project with a community center, recreational areas, and office space.

Because of the mixed-use residential character of the proposed project and its location within an urban transit priority area, the proposed project's aesthetic impacts are not considered significant. Nonetheless, the proposed project is evaluated under the respective Initial Study questions herein for **disclosure/informational purposes only**.

4.1.2 Previous Environmental Analyses

City of Daly City General Plan EIR Summary

Chapter 3.1 of the General Plan EIR discusses impacts related to aesthetics. The General Plan EIR determined that new development must not substantially affect scenic vistas, visual character, or light and glare conditions. The City has established zoning standards, design review practices, and General Plan policies to ensure that new development is compatible with existing development, and therefore impacts are less than significant.

The following General Plan policies are applicable to the proposed project:

Policy LU-8: Ensure that landscape and hardscape improvements made to all residential properties are environmentally sound and do not negatively impact existing neighborhood aesthetics.

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

Plan Bay Area EIR Summary

Section 2.10 of the Plan Bay Area EIR discusses impacts related to visual resources. As discussed in the Plan Bay Area EIR, per the requirements set forth in PRC Section 21099, visual impacts would not be considered significant in transit priority areas if projects are located on an infill site and consist of residential, mixed-use residential, or an employment center. The proposed project meets the requirements of PRC Section 21099, and therefore Mitigation Measures 2.10-1, 2.10-3, 2.10-4, and 2.10-5 identified by the Plan Bay Area EIR would not be applicable.

4.1.3 Project-Specific Analysis

Impact AES-1 Have a substantial adverse effect on a scenic vista?

Impact Analysis

As described, the General Plan identifies San Bruno Mountain and the Coastline as natural scenic vistas within the City. As described, the General Plan identifies Guadalupe Canyon Parkway as a scenic corridor that provides scenic vistas, which is located approximately 0.25 mile from the project site. Guadalupe Canyon Parkway can provide views of the coastline and San Bruno Mountains depending on the direction of travel. Portions of the project site are visible from Guadalupe Canyon Parkway based on the topography of the area but are partially blocked by the existing topography and vegetation in the area. No other scenic corridors or vistas are located nearby. The project site is developed and characterized by the existing buildings, landscaping, as well as open space from the Bayshore Park, which provides open space and playgrounds for recreational use in the area. Mostly undeveloped hillsides are

located to the south of the project site in the midground view against the backdrop of existing urban land uses. The proposed project would construct buildings ranging from one to four stories that would be approximately 60 feet in height. The height of the proposed buildings would be comparable to the existing buildings on the project site and nearby and would not block views of scenic vistas. The proposed structures would include architectural design features that would blend with the existing design elements of the surrounding area, in accordance with applicable General Plan and City Zoning Ordinance requirements. Furthermore, pursuant to CEQA Section 21099(d), the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?

Impact Analysis

There are three eligible state scenic highways within the City; however, none are officially designated. These highways include State Route (SR) 35, SR 1, and Interstate 280 (I-280). Scenic potential along these corridors is related to the views of the coastline and San Bruno Mountain. The project site is located approximately 4.5 miles from SR 35, 2 miles from SR 1, and 2 miles from I-280. No portions of the project site or the surrounding project area are visible from these highways. The General Plan also identifies Guadalupe Canyon Parkway as a scenic corridor; however, the designated portions of this roadway are not directly adjacent to the project site. Therefore, the proposed project would not damage scenic resources within a state scenic highway, and no impact would occur. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-3 In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact Analysis

The project site is in an urbanized area, and therefore, this analysis focuses on whether the proposed project would conflict with applicable zoning and other regulations governing scenic quality.

As addressed in Section 2.0, Project Description, and Section 3.9, Land Use and Planning, following recommendation by the Planning Commission and subsequent approval by the City Council, the proposed project would be consistent with the General Plan and zoning ordinances related to architectural finishes. The project site is designated as High Density Residential (R-HD) and Public Park (PP). The designation applies to areas where the City intends to provide, through the Zoning Ordinance, regulatory incentives and/or requirements for developers to construct buildings that contain a vertical mix of uses. The introduction of the R-HD designation is intended to allow for residential intensification in the project area, both of which are well-served by public transportation, so that they may be transformed into more vibrant urban streets as identified during the Envision Daly City process and reduce economic blight. Using the development policies and building design requirements for R-HD as set forth by Title 24 and the City's Code, the proposed project has been designed as a combination of a variety of land uses, structures, and amenities that would also be aesthetically compatible with the surrounding area. Bayshore Park would be relocated to a different section of the project site. The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designation from one portion of the project site to another, within the entirety of the site. As such, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality, and impacts would be less than significant. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Impact Analysis

The existing Midway Village currently contains lighting. The proposed project would expand lighting as part of the redevelopment, with the addition of new buildings, residents, landscaping, and lighting changes to Bayshore Park. Accordingly, exterior security lighting would be re-installed and expanded throughout the project site including on buildings, along pedestrian paths, in parking areas, and in the Bayshore Park area. This lighting would primarily be required for security and safety purposes, although it is anticipated that the proposed project would also include decorative and accent lighting for aesthetic and design reasons. Regardless of the intended purpose, the use of exterior lighting must comply with the City Code, which requires exterior lighting to be designed and installed in such a manner that the light source is shielded from view off the site unless required for necessary safety reasons. Further, the proposed project would be required to comply with the design review process outlined in the City Code, which requires that general architectural considerations, such as exterior lighting, are compatible with design and character of adjacent or neighboring properties and the minimization of light from lights and buildings.

As a result, any exterior lighting used on the project site would be shielded and located as to direct light away from adjacent uses and to avoid light spillover onto these uses. All exterior lighting used as part of the proposed project would comply with the provisions contained in both the City Code and the General Plan. Further, no podium lighting (such as lighting for stadiums or ball fields) would be required for the Bayshore Park area.

Additionally, proposed project construction would be subject to the requirements of the most recent California Building Code (CBC; California Code of Regulations [CCR] Title 24), including Title 24, Part 6 CCR. Compliance with the Title 24 lighting and energy requirements would ensure that light from the proposed project would not spill over to adjacent uses. Proposed project construction would be subject to the requirements of the CBC (CCR Title 24). Section 132 of Title 24, Part 6 of CCR regulates lighting characteristics such as maximum power and brightness, shielding, and sensor controls to turn lighting on and off. The standards require that outdoor lighting be automatically controlled so that it is turned off during daytime hours and during other times when it is not needed. Luminaires with lamps larger than a specified wattage must be classified as cut-off so that the majority of the light is directed toward the ground. Therefore, with adherence to the above-referenced standards and requirements, proposed project impacts associated with light would be less than significant. Furthermore, pursuant to CEQA Section 21099(d) the proposed project would result in no impact on aesthetics.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

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4.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forestland or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.1 Environmental Setting

The California Department of Conservation (DOC) administers the Farmland Mapping and Monitoring Program (FMMP), California's statewide agricultural land inventory. The FMMP database identifies the project site as "Urban and Built-up Land." Accordingly, there are no agricultural or forest resources on or adjoining the project site. The general area has been developed in various mixed urban uses for over 60 years. The City has not designated the project site or surrounding area as a forest or timberland resource zones, and there is no active timberland production in the general vicinity of the project site (DOC 2016).

The California Land Conservation Act (Government Code Section 51200 et seq.) of 1965, commonly known as the Williamson Act, provides a tax incentive for the voluntary enrollment of agricultural and open space lands in contracts between local government and landowners. A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors upon the request of a landowner or group of landowners. There are no agricultural lands on or adjoining the project site; therefore, no Williamson Act or Farmland Security Zone contracts are associated with the project site.

4.2.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The City does not contain any agriculture or forestry resources within its limits; therefore, there are no mitigation measures from the General Plan EIR that would apply to the proposed project.

Plan Bay Area EIR Summary

The Plan Bay Area EIR determined that land use and transportation projects have the potential to convert agricultural and open space lands to urban uses. Conversion could be substantial within a county or local municipality depending on the location. The City does not contain any agriculture or forestry resources within its limits; therefore, there are no mitigation measures from the Plan Bay Area EIR that would apply to the proposed project.

4.2.3 Project-Specific Analysis

Impact AG-1	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
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Impact Analysis

The proposed project is located in a highly urbanized portion of the City. There are no agricultural resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (DOC 2016). Additionally, the General Plan does not identify any agricultural resources within the vicinity of the project site (City of Daly City 2013). As such, the proposed project would have no impact on agricultural land.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-2	Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract?
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Impact Analysis

There are no agricultural resources on or adjoining the project site. The General Plan does not identify any agricultural resources or Williamson Act lands within the vicinity of the project site. The proposed project would result in no impact with respect to agricultural resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-3 Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Impact Analysis

No forest resources are located on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (DOC 2016). The General Plan does not identify any forestry resources, timberland resource zones, or active timberland production in the general vicinity of the project site. As such, the proposed project would have no impact on forestland or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-4 Result in the Loss of Forestland or Conversion of Forestland to Non-Forest Use?

Impact Analysis

The General Plan does not identify any forestry resources, timberland resource zones, or active timberland production in the general vicinity of the project site. As such, the proposed project would not result in the loss of forestland or conversion of forestland to non-forest use and would have no impact on forestland or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?

Impact Analysis

There are no agricultural or forest resources on or adjoining the project site. The FMMP database identifies the area as "Urban and Built-up Land" (DOC 2016). There are no forest resources or timberland resource zones in the City or the surrounding area, and there is no active timberland production in the general vicinity of the project site. Additionally, the General Plan does not identify any agriculture or forestry resources within the vicinity of the project site. As such, the proposed project would have no impact on agricultural land, forestland, or forestry resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.3 AIR QUALITY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose Sensitive Receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.1 Environmental Setting

The City of Daly City is in San Mateo County, which is within the boundaries of the San Francisco Bay Area Air Basin (SFBAAB) and is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD) and CARB. The Federal Clean Air Act (FCAA) establishes the framework for modern air pollution control. The FCAA, enacted in 1970 and amended in 1990, directs the U.S. Environmental Protection Agency (EPA) to establish ambient air quality standards. These standards are divided into primary and secondary standards. The former are set to protect human health, and the latter are set to protect environmental values such as plant and animal life.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air contaminants not included in the California Ambient Air Quality Standards (CAAQS) but are considered hazardous to human health. TACs are defined by CARB as those pollutants that “may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health.”

Generally, the health effects associated with TACs are assessed locally rather than regionally. TACs can cause long-term health effects such as cancer, birth defects, neurological damage, asthma, bronchitis, or genetic damage; TACs can also cause short-term acute effects such as eye watering, respiratory irritation, running nose, throat pain, and headaches. For evaluation purposes, TACs are separated into carcinogens and non-carcinogens. Carcinogens are assumed to have no safe threshold below which health impacts would not occur, and the cancer risk is expressed as excess cancer cases per one million exposed individuals (typically over a lifetime of exposure).

Diesel Particulate Matter

Diesel particulate matter (DPM) is part of a complex mixture that makes up diesel exhaust. Diesel exhaust is composed of two phases: gas and particle. The gas phase is composed of many of the urban hazardous air pollutants, such as acetaldehyde, acrolein, benzene, 1,3-butadiene, formaldehyde, and PAHs. The particle phase also has many different types of particles that can be classified by size or composition. The size of diesel particulates that are of greatest health concern are those that are in the categories of fine and ultra-fine particles. The composition of these fine and ultra-fine particles may be composed of elemental carbon with adsorbed compounds such as

organic compounds, sulfate, nitrate, metals, and other trace elements. Diesel exhaust is emitted from a broad range of diesel engines, such as the on-road diesel engines of trucks, buses, and cars, and off-road diesel engines that include locomotives, marine vessels, and heavy-duty equipment (CARB 2019a).

Asbestos

Asbestos is a fibrous mineral that both naturally occurs in ultramafic rock (a rock type commonly found in California) and is used as a processed component of building materials. Because asbestos has been proven to cause a number of disabling and fatal diseases, such as asbestosis and lung cancer, it is strictly regulated either based on its natural widespread occurrence or in its use as a building material. In the initial Asbestos National Emission Standards for Hazardous Air Pollutants rule promulgated in 1973, a distinction was made between building materials that would readily release asbestos fibers when damaged or disturbed (friable) and those materials that were unlikely to result in significant fiber release (non-friable). The EPA has since determined that, when severely damaged, otherwise non-friable materials can release significant amounts of asbestos fibers. Asbestos has been banned from many building materials under the Toxic Substances Control Act, FCAA, and the Consumer Product Safety Act. Naturally occurring asbestos (NOA) is known to occur in many parts of California and is commonly associated with ultramafic or serpentinite rock. According to the U.S. Geological Survey (USGS) Geologic Map, the proposed project is not located in an area known to contain ultramafic or serpentinite rock (USGS 2011).

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include Bayshore Elementary School, which is located approximately 320 feet north of the northern most portion of the project site, as well as residences west of the project site.

Air Quality Standards

According to CARB, "Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans (SIPs). A SIP is prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The 1990 amendments to FCAA set deadlines for attainment based on the severity of an area's air pollution problem" (CARB 2019b).

The SIP for the State of California is administered by the CARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for each regional air district. SIPs are prepared by the regional air district and sent to CARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

The CARB also administers CAAQS for the 10 air pollutants designated in the California Clean Air Act. The 10 state air pollutants are the six federal standards listed above as well as visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The federal ambient air quality standards and CAAQS are summarized in Table 4.3-1.

Table 4.3-1: California and National Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards ¹	National Standards ²	
		Concentration	Primary ³	Secondary ⁴
Ozone ⁵	1 Hour	0.09 ppm (180 µg/m³)	—	Same as Primary Standard
	8 Hour	0.070 ppm (137 µg/m³)	0.070 ppm (137 µg/m³)	
Respirable Particulate Matter ⁶	24 Hour	50 µg/m³	150 µg/m3	Same as Primary Standard
	Annual Arithmetic Mean	20 µg/m³	—	
Fine Particulate Matter ⁶	24 Hour	—	35 µg/m³	Same as Primary Standard
	Annual Arithmetic Mean	12 µg/m³	12 µg/m³	
Carbon Monoxide	1 Hour	20 ppm (23 mg/m³)	35 ppm (40 mg/m³)	—
	8 Hour	9.0 ppm (10 mg/m³)	9 ppm (10 mg/m³)	—
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)	—	—
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m³)	100 ppb (188 µg/m³)	—
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)	0.053 ppm (100 µg/m³)	Same as Primary Standard
Sulfur Dioxide ⁷	1 Hour	0.25 ppm (655 µg/m³)	75 ppb (196 µg/m³)	—
	3 Hour	—	—	0.5 ppm (1300 µg/m³)
	24 Hour	0.04 ppm (105 µg/m³)	0.14 ppm (for certain areas)	—
	Annual Arithmetic Mean	—	0.030 ppm (for certain areas)	—
Lead ^{8, 9}	30-Day Average	1.5 µg/m³	—	—
	Calendar Quarter	—	1.5 µg/m³	Same as Primary Standard
	Rolling 3-Month Average	—	0.15 µg/m³	
Visibility-Reducing Particles ¹⁰	8 Hour	See Footnote 1	No National Standards	
Sulfates	24 Hour	25 µg/m³		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)		
Vinyl Chloride ⁸	24 Hour	0.01 ppm (26 µg/m³)		

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
4. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
5. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
6. On December 14, 2012, the national annual PM_{2.5} primary standard was lowered from 15 µg/m³ to 12.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
7. On June 2, 2010, a new 1-hour SO₂ standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO₂ national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
8. The CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
9. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m³ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
10. In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

µg/m³ = micrograms per cubic meter

CARB = California Air Resources Board

mg/m³ = milligrams per cubic meter

PM_{2.5} = particulate matter 2.5 microns in diameter or less

PM₁₀ = particulate matter 10 microns in diameter or less

ppb = parts per billion

ppm = parts per million

SO₂ = sulfur dioxide

Source: CARB 2019a

As summarized in Table 4.3-2, SFBAAB and San Mateo County are currently designated as nonattainment areas for state ozone, particulate matter 2.5 microns in diameter or less (PM_{2.5}), and particulate matter 10 microns in diameter or less (PM₁₀) standards, as well as federal ozone and PM_{2.5} standards, but are listed as unclassified under national PM₁₀. The standards for carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and lead are being met in the Bay Area. Because SFBAAB is nonattainment for the federal and state ozone standards, BAAQMD has prepared an ozone attainment demonstration plan to satisfy the federal 1-hour zone planning requirement and a clean air plan to satisfy the state's 1-hour ozone planning requirement. The 2017 Clean Air Plan, which was adopted in April 2017, builds from and incorporates components of the 2010 Clean Air Plan and is designed to provide integrated control strategies to reduce ozone, particulate matter (PM), TACs, and GHGs.

Table 4.3-2: San Mateo County Area Designations for State and National Ambient Air Quality

Criteria Pollutants	State Designation	National Designation
Ozone	Non-attainment	Non-attainment
PM ₁₀	Non-attainment	Unclassified
PM _{2.5}	Non-attainment	Non-attainment
Carbon Monoxide	Attainment	Unclassified/Attainment
Nitrogen Dioxide	Attainment	Unclassified/Attainment
Sulfur Dioxide	Attainment	Unclassified
Sulfates	Attainment	—
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	—
Visibility Reducing Particles	Unclassified	—

Notes:

PM_{2.5} = particulate matter 2.5 microns in diameter or lessPM₁₀ = particulate matter 10 microns in diameter or less

Source: CARB 2018a

Nearly all development projects in the Bay Area have the potential to generate air pollutants that may increase the difficulty of attaining federal ambient air quality standards and CAAQS. Therefore, for most projects, evaluation of air quality impacts is required to comply with CEQA. To help public agencies evaluate air quality impacts, BAAQMD has developed the CEQA Air Quality Guidelines. BAAQMD's guide includes recommended thresholds of significance, including mass emission thresholds for construction-related and operational ozone precursors. The BAAQMD's guide also includes screening criteria for localized CO emissions and thresholds for new stationary sources of TACs (BAAQMD 2017).

Table 4.3-3 presents the thresholds of significance for reactive organic gases (ROG), nitrogen oxides (NOX), construction-related particulate matter, operational CO, and carbon dioxide equivalent (CO₂e), which are based on substantial evidence, as presented in Appendix D of the BAAQMD's *2017 CEQA Air Quality Guidelines and 2009 Revised Draft Options and Justification Report, CEQA Thresholds of Significance*. The BAAQMD's CEQA Thresholds of Significance were developed as a result of substantial supreme court decisions, such as the *Sierra Club v. County of Fresno* (226 Cal. App. 4th 704) court case.

Table 4.3-3: 2017 BAAQMD Proposed Project-Level Air Quality CEQA Thresholds of Significance

Criteria Pollutants	Construction-Related	Operational-Related	
Criteria Air Pollutants and Precursors (regional)	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tpy)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀ (exhaust)	82	82	15
PM _{2.5} (exhaust)	54	54	10
PM ₁₀ /PM _{2.5} (fugitive dust)	Best Management Practices	None	

Criteria Pollutants	Construction-Related	Operational-Related
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour average)
GHGs (projects other than stationary sources)	None	Compliance with Qualified GHG Reduction Strategy OR 1,100 MTCO ₂ e/yr OR 4.6 MTCO ₂ e/SP/yr (residents + employees)

Notes:

CO = carbon monoxide

GHG = greenhouse gas

lbs/day= pounds per day

MTCO₂e/yr= metric tons of carbon dioxide equivalent per yearMTCO₂e/SP/yr= metric tons of carbon dioxide equivalent per service population per yearNO_x = nitrogen oxidePM_{2.5} = particulate matter 2.5 microns in diameter or lessPM₁₀ = particulate matter 10 microns in diameter or less

ppm = parts per million

ROG = reactive organic gas

tpy= trips per year

Source: BAAQMD 2017

In its June 2009 *Thresholds of Significance Justification Report*, *CEQA Thresholds of Significance*, BAAQMD provides evidence to support the development and applicability of its thresholds of significance for project-generated emissions of criteria pollutants and precursors, which may be used at the discretion of a lead agency overseeing the environmental review of projects located within the San Francisco Bay Area Air Basin. As stated in the BAAQMD Justification Report, the “formulation of a standard of significance requires the lead agency to make a policy judgement about where the line should be drawn to distinguish adverse impacts it considers significant from those that are not deemed significant. This judgment must, however, be based on scientific information and other factual data to the extent possible” (BAAQMD 2009). Notably, CEQA-related air quality thresholds of significance are tied to achieving or maintaining attainment designation with the national air quality standards and state air quality standards, which are scientifically substantiated, numerical concentrations of criteria air pollutants considered to be protective of human health.

BAAQMD has established rules and regulations to attain and maintain federal air quality standards and CAAQS. The rules and regulations that apply to this proposed project include but are not limited to the following (BAAQMD 2019):

Regulation 2, Rule 2

New Source Review. This rule requires any new source resulting in an increase of any criteria pollutant to be evaluated for adherence to best available control technology. For compression internal combustion engines, best available control technology requires that the generator be fired on “California Diesel Fuel” (fuel oil with a sulfur content less than 0.05% by weight and less than 20% by volume of aromatic hydrocarbons). All stationary internal combustion engines larger than 50 horsepower must obtain a Permit to Operate. If the engine is diesel-fueled, then it must also comply with the District-administered Statewide Air Toxics Control Measure for Stationary Diesel Engines.

Regulation 2, Rule 5

New Source Review of Toxic Air Contaminants. This rule applies to preconstruction review of new and modified sources of toxic air contaminants, contains project health risk limits, and requires Toxics Best Available Control Technology.

Regulation 8, Rule 3

Architectural Coatings. This rule governs the manufacture, distribution, and sale of architectural coatings and limits the ROG content in paints and paint solvents. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of paint available for use during the construction.

Regulation 8, Rule 15

Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does dictate the ROG content of asphalt available for use during the construction through regulating the sale and use of asphalt and limits the ROG content in asphalt.

Formaldehyde

The Composite Wood Products Regulation (17 CCR 93120 et seq.) is a CARB regulation that reduces public exposure to formaldehyde through the establishment of strict emission performance standards on particleboard, medium density fiberboard and hardwood plywood (collectively known as composite wood products). The regulation, adopted in 2007, established two phases of emissions standards: an initial Phase I, and later, a more stringent Phase 2 that requires all finished goods, such as flooring, destined for sale or use in California to be made using complying composite wood products. As of January 2014, only Phase 2 products are legal for sale in California.

On December 12, 2016, EPA published in the Federal Register a final rule to reduce exposure to formaldehyde emissions from certain wood products produced domestically or imported into the United States. EPA worked with CARB to help ensure the final national rule was consistent with California's requirements for similar composite wood products.

CALGREEN (CCR Title 24, Part 11) includes mandatory and voluntary measures for building materials, including formaldehyde emissions limits consistent with CARB's Composite Wood Products Regulation. (See CALGREEN Section 5.504.5 in the mandatory requirements for non-residential development).

4.3.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.2 of the General Plan Draft EIR evaluated the potential impacts of future development on ambient air quality and the potential for exposure of people, including sensitive receptors, to unhealthy pollutant concentrations. The General Plan EIR determined implementation of General Plan policies would reduce potential air quality impacts to less than significant levels.

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

- Policy RME-5: Assess projected air emissions from new development and associated construction and demolition activities in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines, and relative to state and federal standards.

Policy RME-6: Minimize exposure of residents to objectionable smoke and odors by proactively regulating potential sources.

Plan Bay Area EIR Summary

The following summarizes the potential air quality impacts discussed in Chapter 2.2 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 2.2-1: Applicable Air Quality Plan. The Plan Bay Area EIR analyzed the potential impact related to conflicting with or obstructing implementation of an applicable air quality plan, which includes the BAAQMD 2017 Clean Air Plan and determined there would be a less than significant impact. No mitigation measures were identified.

Impact 2.2-2: Net Increase in Construction-Related Emissions. The Plan Bay Area EIR analyzed the potential impact related to substantial increase in construction-related emissions and determined with implementation of Plan Bay Area EIR Mitigation Measures 2.2-2, the impact would be less than significant (Refer to Impact AIR-1 in Section 4.4.3, Project-Specific Analysis). Projects using CEQA streamlining provisions of SB 375 must apply Mitigation Measure 2.2-2 to address site-specific conditions.

PBA EIR MM 2.2-2: When screening levels are exceeded (refer to Table 2.2-8 of PBA EIR), implementing agencies and/or project sponsors shall implement measures, where applicable, feasible, and necessary based on project- and site-specific considerations, that include, but are not limited to the following:

Construction Best Practices for Exhaust

- *The applicant/general contractor for the project shall submit a list of all off-road equipment greater than 25 horsepower (hp) that would be operated for more than 20 hours over the entire duration of project construction, including equipment from subcontractors, to BAAQMD for review and certification. The list shall include all information necessary to ensure the equipment meets the following requirement:*
- *1) Be zero emissions OR 2) have engines that meet or exceed either EPA or ARB Tier 2 off-road emission standards; and 3) have engines that are retrofitted with an ARB Level 3 Verified Diesel Emissions Control Strategy (VDECS), if one is available for the equipment being used. Equipment with engines that meet Tier 4 Interim or Tier 4 Final emission standards automatically meet this requirement; therefore, a VDECS would not be required.*
- *Idling time of diesel powered construction equipment and trucks shall be limited to no more than two minutes. Clear signage of this idling restriction shall be provided for construction workers at all access points.*
- *All construction equipment shall be maintained and properly tuned in accordance with the manufacturers' specifications.*
- *Portable diesel generators shall be prohibited. Grid power electricity should be used to provide power at construction sites; or propane and natural gas generators may be used when grid power electricity is not feasible.*

Construction Best Practices for Dust

- *All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. For projects over five acres in size, soil moisture should be maintained at a minimum of 12 percent. Moisture content can be verified by lab samples or a moisture probe.*
- *All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- *All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. Dry power sweeping should only be performed in conjunction with thorough watering of the subject roads.*
- *All vehicle speeds on unpaved roads and surfaces shall be limited to 15 mph.*
- *All roadway, driveway, and sidewalk paving shall be completed as soon as possible. Building pads shall be paved as soon as possible after grading.*
- *All construction sites shall provide a posted sign visible to the public with the telephone number and person to contact at the Lead Agency regarding dust complaints. The recommended response time for corrective action shall be within 48 hours. BAAQMD's Complaint Line (1-800-334-6367) shall also be included on posted signs to ensure compliance with applicable regulations.*
- *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.*
- *Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.*
- *Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.*
- *The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.*
- *All trucks and equipment, including their tires, shall be washed off before leaving the site.*
- *Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.*
- *Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.*

These BMPs are consistent with recommendations in BAAQMD's CEQA guidelines and Planning Healthy Places [BAAQMD 2017]. Applicable mitigation measures shall be required at the time grading permits are issued.

Impact 2.2-3: Net Increase in Emissions of Criteria Pollutants. The Plan Bay Area EIR analyzed the potential impacts related to a net increase in emissions of criteria pollutants compared to existing conditions. The Plan Bay

Area EIR determined that implementation of the proposed Plan could result in a net decrease in ROG, NO_x, and CO emissions; however, it could also result in a net increase of PM emissions. The Plan would result in a net increase of criteria pollutants from mobile and area-sources compared to existing conditions. The Plan Bay Area EIR identified Mitigation Measures 2.2-3(a) through 2.2-3(d) to reduce PM emissions from mobile and area-sources. The MTC/ABAG cannot require local implementing agencies to adopt some or all of Mitigation Measures 2.2-3(a) through 2.2-3(d); therefore, for the program-level review, this impact was determined to be significant and unavoidable. Although the proposed project would result in an increase of criteria pollutants, these Mitigation Measures are not applicable to the proposed project, and project-specific mitigation has been included in the impact analysis.

Impact 2.2-4: Cumulative Net Increase in Emissions of Criteria Pollutants. The Plan Bay Area EIR analyzed the localized net increase in TACs or PM_{2.5} concentrations at sensitive receptors and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.2-5: Sensitive Receptors Exposure to TACs and PM_{2.5} Concentrations in Transit Priority Areas. The Plan Bay Area EIR analyzed the localized net increase TACs or PM_{2.5} concentrations in transit priority areas that would result in a cancer risk level greater than 100 in a million and determined that, with the implementation of Plan Bay Area Mitigation Measure 2.2-5(a), the impact would be less than significant. According to Figure 2.2-10 in the Plan Bay Area EIR, the proposed project is not located within a TAC risk area. Therefore, Mitigation Measure 2.2-5(a) would not be applicable to the proposed project.

Impact 2.2-6: Increase of TACs and/or PM_{2.5} Emissions in Disproportionally Impacted Communities. Implementation of the Plan Bay Area could result in changes in TAC and/or PM_{2.5} exposure levels that would disproportionately impact minority and low-income communities. These impacts would vary across counties. The Plan Bay Area EIR identified Mitigation Measures 2.2-6(a) through 2.2-6(d); however, the impact would remain significant and unavoidable. These Mitigation Measures are plan-level specific and are not applicable to the proposed project.

Impact 2.2-7: Substantial Odors. As discussed in the Plan Bay Area EIR, objectionable odors associated with construction of the proposed Plan would be regulated through BAAQMD regulations, or would otherwise be temporary and be subject to local zoning ordinances as well as local air district permitting processes. Therefore, the Plan Bay Area EIR determined that impacts would be less than significant. No mitigation measures were identified.

4.3.3 Project-Specific Analysis

As of August 5, 2013, the BAAQMD requires the use of the California Emissions Estimator Model (CalEEMod) for CEQA-related air quality and GHG analyses. To assess potential air quality and GHG emissions generated from the proposed project, CalEEMod was run using estimations of proposed project construction activities and predicted future operational parameters (Appendix D). The model was run using the following assumptions/project details:

- Construction would begin in 2021 and it is estimated that all phases would be completed by 2026 (6-years of construction anticipated). Once constructed, the proposed project would generate approximately 3,106 daily trips.
- Solar thermal or photovoltaic panels would be included as a project design feature. The amount of onsite renewable energy is unknown; therefore, no reductions for onsite renewable energy were quantified. In addition, electricity emissions estimates are only relevant to GHG emissions.
- As a project design feature, the proposed project would be built to achieve energy efficiency improvements that would exceed 2016 Title 24 standards by at least 10 percent.

- The proposed project would be required to comply with existing regulations. For instance, compliance with BAAQMD Regulation 6, Rule 3, Wood-burning Devices, would be required by existing regulations.
- Existing land uses occupying the site would be removed as part of the proposed project. Existing land uses, as represented to estimate existing emissions, are described below:
 - o The Bayshore Child-Care Center serving 109 students and 150 low-rise apartment units.
- The results of the CalEEMod simulation are enumerated in Tables 4.3-4 and 4.3-5 form the basis for the results analysis.

The 2017 BAAQMD adopted significance thresholds for construction-related and operational ROG, NO_x, PM, CO, and CO₂e, these thresholds are included in Table 4.3-3.

Impact AIR-1 Conflict with or obstruct implementation of the applicable air quality plan?

Impact Analysis

The BAAQMD's 2017 Clean Air Plan is the regional air quality plan (AQP) for SFBAAB. It identifies strategies to bring regional emissions into compliance with federal and state air quality standards. The BAAQMD's Guidance provides two criteria for determining if a plan-level project is consistent with the current AQP control measures. However, the BAAQMD does not provide a threshold of significance for project-level consistency analysis. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

- Criterion 1: Does the project support the primary goals of the AQP?
- Criterion 2: Does the project include applicable control measures from the AQP?
- Criterion 3: Does the project disrupt or hinder implementation of any AQP control measures?

Criterion 1

The primary goals of the 2017 Clean Air Plan, the current AQP to date, are as follows:

- Attain air quality standards.
- Reduce population exposure to unhealthy air and protecting public health in the Bay Area.
- Reduce GHG emissions and protect the climate.

The proposed project supports the primary goals of the AQP by providing a mixed-use, pedestrian-oriented development within an existing urbanized community, adjacent to alternative transit infrastructure, jobs, housing, and community services.

Additionally, the proposed project's air quality modeling indicates that all emissions of criteria pollutants would be below the BAAQMD 2017 significance thresholds as shown in Table 4.3-4 and Table 4.3-5; thus, the proposed project would facilitate achievement of the primary goals of the AQP.

Table 4.3-4: Construction Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Total Emissions (tons)	7.37	10.25	0.41	0.38
Total Emissions (pounds)	14,740	20,500	820	760
Average Daily Emissions (pounds/day) ¹	18.11	25.18	1.01	0.93
Significance Threshold (pounds/day)	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:

1. Calculated by dividing the total number of pounds by the total 814 working days of construction for the entire construction period.

Calculations use rounded totals.

lbs = pounds

NO_x = oxides of nitrogenPM₁₀ = particulate matter 10 microns in diameterPM_{2.5} = particulate matter 2.5 microns in diameter

ROG = reactive organic gases

Source of thresholds: BAAQMD 2017

Source of emissions: CalEEMod Output (see Appendix D).

Table 4.3-5: Annual Operational Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	4.21	0.06	0.02	0.02
Energy	0.06	0.49	0.04	0.04
Mobile (Motor Vehicles)	0.86	2.39	3.66	1.00
Total Project Annual Emissions	5.12	2.94	3.72	1.06
Existing Emissions	1.11	0.91	1.11	0.32
Net Project Annual Emissions	4.01	2.03	2.61	0.75
Significance Threshold (tons per year)	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No

Notes:

NO_x = oxides of nitrogenPM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

ROG = reactive organic gases

Source: CalEEMod output (see Appendix D).

Table 4.3-6: Daily Operational Emissions (Unmitigated)

Emissions Source	Pounds per Day			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Net Project Annual Emissions (tons/year)	4.01	2.03	2.61	0.75
Net Project Annual Emissions (pounds/year)	8,023	4,064	5,226	1,495
Significance Threshold	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:

NO_x = oxides of nitrogen

PM_{2.5} = particulate matter 2.5 microns or less in diameter

PM₁₀ = particulate matter 10 microns or less in diameter

ROG = reactive organic gases

Source: CalEEMod output (see Appendix D).

Criterion 2

The 2017 Clean Air Plan contains 85 control measures aimed at reducing air pollution in the Bay Area. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2017 Clean Air Plan contains a number of new control measures designed to protect the climate and promote mixed-use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources.

The project site is currently served and would continue to be served by MUNI Route 9 with a stop approximately 0.30 mile north of the proposed project; by SamTrans bus service via Routes 24 and 29, with the closest stop located approximately 0.25 mile from the proposed project. 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. The shuttle has a stop immediately fronting the proposed project. 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. 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. The proposed project would also provide bicycle parking spaces and interior bicycle storage within individual buildings which does not currently exist in the Midway Village area. In accordance with the Daly City General Plan, the proposed project would incorporate strategies and improvements that would commit to using transportation demand management strategies and actions decreasing the dependency on single-occupant automobiles and increase transit use, ridesharing, and walking. The proposed project would also provide bicycle parking spaces and interior bicycle storage within individual buildings which does not currently exist in the Midway Village area. In accordance with the Daly City General Plan, the proposed project would incorporate strategies and

improvements that would commit to using transportation demand management strategies and actions decreasing the dependency on single-occupant automobiles and increase transit use, ridesharing, and walking.

Relative to the energy and climate measures contained in the 2017 Clean Air Plan, the proposed project applicant would be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. The Building Efficiency Standards were adopted, in part, to meet an Executive Order in the Green Building Initiative to improve the energy efficiency of nonresidential buildings through aggressive standards. Title 24 has been recently updated, including certain revisions to the energy usage components of the CALGreen Code. The Title 24 standards are updated on an approximately 3-year cycle to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2019 Standards are 7 percent more efficient than 2016 Standards for residential construction; however, once rooftop solar electricity generation is factored in, 2019 standards will use approximately 53 percent less energy than 2016 standards. Nonresidential buildings will use approximately 30 percent less energy. The proposed project would be required to comply with the then-current version of the CALGreen Code.

In summary, the proposed project would meet all of the energy and climate measures contained in the 2017 Clean Air Plan through project design features and implementation of Mitigation Measure AIR-1 (PBA EIR MM 2.2-2).

Criterion 3

The proposed project would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementation of any AQP control measures. Additionally, the project site would include perimeter paths which would residents and visitors to access San Mateo County transit stops adjacent to the site.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact AIR-2	Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable Federal or State ambient air quality standard?
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Impact Analysis

A cumulative impact analysis considers a project over time in conjunction with other past, present, and reasonably foreseeable future projects whose impacts might compound those of the project being assessed. Air pollution is largely a cumulative impact. The nonattainment status of regional pollutants, including ozone and PM, is a result of past and present development, and thus, cumulative impacts related to these pollutants could be considered cumulatively significant. Future attainment of standards is a function of successful implementation of BAAQMD attainment plans. Consequently, the BAAQMD's approach to cumulative thresholds of significance is relevant to whether a project's individual emissions would result in a cumulatively considerable contribution to the Bay Area existing cumulative impacts related to air quality conditions. According to the BAAQMD CEQA Guidelines, if a project's emissions would be less than BAAQMD thresholds, the project would not be expected to result in a

cumulatively considerable contribution to a significant cumulative impact. However, exceedance of the project-level thresholds would not necessarily constitute a significant cumulative impact.

As discussed above, the proposed project emissions would be less than the 2017 recommended BAAQMD thresholds. In addition, the proposed project would be required to comply with all applicable BAAQMD rules and regulations. Therefore, the proposed project's individual emissions would not be expected to result in a cumulatively considerable contribution to a significant cumulative impact, and impacts would be considered to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact AIR-3 Expose sensitive receptors to substantial pollutant concentrations?

Impact Analysis

This discussion addresses whether the proposed project would expose sensitive receptors to construction-generated fugitive dust (PM₁₀), NOA, construction-generated DPM, operational related TACs, or operational CO hotspots. According to BAAQMD, some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution. Accordingly, land uses that are typically considered to be sensitive receptors include residences, schools, childcare centers, playgrounds, retirement homes, convalescent homes, hospitals, and medical clinics. Existing sensitive receptors in the vicinity of the project site include Bayshore Elementary School, which is located approximately 320 feet north of the northernmost portion of the project site, the existing day care facility, and residences west of the project site. As the proposed project would be built out in phases, the residences that are completed and occupied would also become sensitive receptors.

Fugitive Dust PM₁₀

Fugitive dust (PM₁₀) would be generated from site grading and other earth-moving activities. Most of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from the project site. The project would implement Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) requiring fugitive dust control measures that are consistent with best management practices (BMPs) established by the BAAQMD to reduce the proposed project's construction-generated fugitive dust impacts to a less than significant level.

In addition, due to the potentially contaminated soils on the project site from previous grading and capping activities, it is possible that further contaminated soils could be encountered during demolition and grading activities, particularly in areas that currently have existing structures that would be demolished. Specifically, under Buildings A, A2, and B2, a passive Vapor Barrier would be required to protect against potentially contaminated soils in these areas.

Naturally Occurring Asbestos

Construction in areas of rock formations that contain NOA could release asbestos to the air and pose a health hazard. BAAQMD enforces CARB's air toxic control measures at sites that contain ultramafic rock. The air toxic control measures for construction, grading, quarrying and surface mining operations were signed into state law on July 22, 2002, and became effective in SFBAAB in November 2002. The purpose of this regulation is to reduce public exposure to NOA. A review of the map with areas more likely to have rock formations containing NOA in California indicates that there is no asbestos in the immediate project area (USGS 2011). Therefore, it can be reasonably concluded that the project would not expose sensitive receptors to NOA. Impacts would be less than significant.

Diesel Particulate Matter

A Health Risk Assessment (HRA) was prepared for the project to assess potential criteria pollutant and health impacts that would result from construction of the proposed project, consistent with guidelines and methodologies from BAAQMD, CARB, OEHHA, and EPA (Appendix D). The HRA evaluated the estimated excess lifetime cancer risk and PM_{2.5} concentrations associated with diesel exhaust that would be emitted by onsite construction activities and diesel and gasoline exhaust emitted from vehicles associated with trips generated during construction.

Health risks were estimated for sensitive receptors located within 1,000 feet of the project boundary. A sensitive receptor is defined by the BAAQMD as, "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas."

The HRA-evaluated DPM (represented as exhaust PM_{2.5}) and PM_{2.5} (exhaust PM_{2.5} and fugitive PM_{2.5}) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary. According to the BAAQMD, a project would result in a significant impact if it would individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per liter (µg/m³).

The project site is located within 1,000 feet of existing and planned sensitive receptors, including existing and planned onsite sensitive receptors, that could be exposed to diesel emission exhaust during the phased construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest. The impacts were analyzed for seven scenarios based on receptor locations. Scenario 1 analyzed impacts from all phases of construction at existing and planned offsite sensitive receptors within approximately 1,000 feet of the project boundary (Figure 4.3-1). The other six scenarios, which are summarized in Table 4.3-7, analyze the onsite receptors at existing and proposed locations of sensitive receptors.

Table 4.3-7: Summary of Each Scenario Analyzed

Scenario	Description of Scenario
Scenario 1: All Offsite Receptors	All Offsite Receptors: Exposed to Phases 1+2+3+4 Demolition and Phases 1+2+3+4 Construction
Scenario 2: Existing Phase 2 Receptors	Existing Phase 2 Receptors: Exposed to Phase 1 Demolition and Phase 1 Construction

Scenario	Description of Scenario
Scenario 3: Existing Phase 3 Receptors	Existing Phase 3 Receptors: Exposed to Phases 1+2 Demolition and Phases 1+2 Construction
Scenario 4: Existing Phase 4 Receptors	Existing Phase 4 Receptors: Exposed to Phases 1+2+3 Demolition and Phases 1+2+3 Construction
Scenario 5: New Phase 1 Receptors	New Phase 1 Receptors: Exposed to Phases 2+3+4 Demolition and Phases 2+3+4 Construction
Scenario 6: New Phase 2 Receptors	New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction
Scenario 7: New Phase 3 Receptors	New Phase 3 Receptors: Exposed to Phases 4 Demolition and Phases 4 Construction

Source: Stantec 2020, Appendix D.

The construction DPM emissions were assumed to be generated within the project area being constructed in each phase. Because the demolition and construction phasing areas differ, emissions from demolition activities were assumed to be generated with the demolition phasing areas. The demolition phasing areas are shown in Figure 2.3-4, while the construction phasing areas are shown in Figure 2.3-5. Construction was assumed to occur on a schedule of 8 hours per day and 5 days per week.

Table 4.3-8 presents a summary of the project's construction cancer risk, chronic non-cancer hazard, and PM_{2.5} concentration impacts at the Maximum Impacted Receptor (MIR) prior to the application of any equipment mitigation for each scenario analyzed. Annual PM_{2.5} emissions were estimated assuming implementation of Mitigation Measure AIR-1 (PBA EIR 2.2-2).

**Table 4.3-8: Estimated Health Risks and Hazards during Project Construction—
Unmitigated**

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	62.10	0.07791	0.5506
Risks and Hazards at the MIR: Child ¹	31.24	0.07791	0.5506
Risks and Hazards at the MIR: Adult ¹	3.47	0.07791	0.5506
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	49.65	0.09340	0.5911
Risks and Hazards at the MIR: Child ¹	11.21	0.09340	0.5911
Risks and Hazards at the MIR: Adult ¹	1.25	0.09340	0.5911

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	54.35	0.06819	0.8452
Risks and Hazards at the MIR: Child ¹	27.34	0.06819	0.8452
Risks and Hazards at the MIR: Adult ¹	3.04	0.06819	0.8452
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	91.57	0.11489	0.4904
Risks and Hazards at the MIR: Child ¹	46.07	0.11489	0.4904
Risks and Hazards at the MIR: Adult ¹	5.11	0.11489	0.4904
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	106.28	0.09522	0.6683
Risks and Hazards at the MIR: Child ¹	26.75	0.09522	0.6683
Risks and Hazards at the MIR: Adult ¹	2.97	0.09522	0.6683
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	73.53	0.08857	0.7229
Risks and Hazards at the MIR: Child ¹	13.49	0.08857	0.7229
Risks and Hazards at the MIR: Adult ¹	1.50	0.08857	0.7229
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	30.12	0.03628	0.2328
Risks and Hazards at the MIR: Child ¹	5.43	0.03628	0.2328
Risks and Hazards at the MIR: Adult ¹	0.61	0.03628	0.2328
Highest From Any Scenario			
Risks and Hazards at the MIR	106.28	0.11489	0.8452
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter

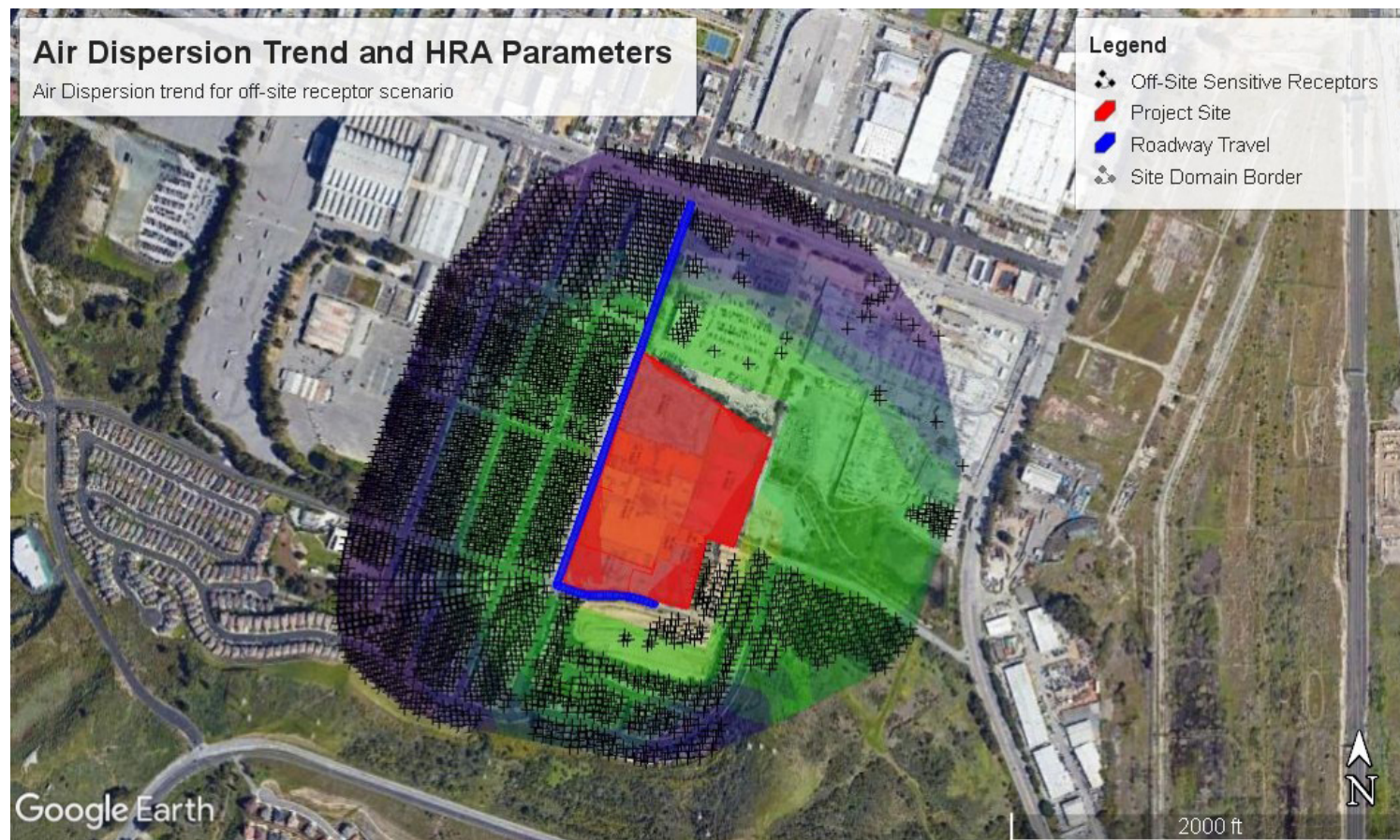
1. The MIR for each scenario analyzed is shown in Table 4.3-8.

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
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2. Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

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As shown above in Table 4.3-8, the project construction DPM emissions would not exceed the BAAQMD's chronic non-cancer hazard index threshold of significance at the MIR in any scenario; however, the project construction DPM emissions would exceed the BAAQMD's cancer risk threshold of significance, and the proposed project's PM_{2.5} emissions would exceed the BAAQMD's annual PM_{2.5} threshold of significance in at least one scenario. Therefore, Mitigation Measure AIR-2, which requires all construction equipment greater than 50 hp to meet the Tier 4 Interim emissions standards, would be necessary to reduce potentially significant impacts from construction of the proposed project.

Table 4.3-9 presents a summary of the proposed project's construction cancer risk, chronic non-cancer hazard, and PM_{2.5} concentration impacts at the MIR after implementation of Mitigation Measure AIR-2.

Table 4.3-9: Estimated Health Risks and Hazards during Project Construction—Mitigated

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	14.89	0.01334	0.2748
Risks and Hazards at the MIR: Child ¹	3.75	0.01334	0.2748
Risks and Hazards at the MIR: Adult ¹	0.416	0.01334	0.2748

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	7.13	0.00859	0.3273
Risks and Hazards at the MIR: Child ¹	1.31	0.00859	0.3273
Risks and Hazards at the MIR: Adult ¹	0.145	0.00859	0.3273
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest From Any Scenario			
Maximum Risks and Hazards	14.89	0.02127	0.3273
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter¹ The MIR for each scenario analyzed is shown in 4.3-8² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

As noted in Table 4.3-9, the proposed project would not exceed any applicable significance threshold after application of Mitigation Measure AIR-2 in Scenarios 1-4 or in Scenarios 7; however, the proposed project would exceed an applicable threshold in both Scenarios 5 and 6. Specifically, the cancer risk in Scenario 5 would exceed the BAAQMD's threshold of 10 in million for the cancer risk health impact, and the applicable PM_{2.5} concentration threshold would be exceeded in Scenario 6. As noted in Table 4.3-7, Scenario 5 analyzes the health impacts of the sensitive receptors that would occupy Phase 1 of the proposed project and would be exposed to emissions from demolition and construction activities associated with Phases 2 through 4 of the proposed project. Scenario 6 analyzes the health impacts of the sensitive receptors that would occupy Phase 2 of the proposed project and could be exposed to emissions from demolition and construction activities associated with Phases 3 and 4 of the proposed project. Because Scenarios 5 and 6 are the only scenarios in which an applicable health risk threshold was exceeded, and because Scenarios 5 and 6 include residential development contemplated by the proposed project, additional mitigation is available to further reduce the potential impact.

Mitigation Measure AIR-3, which requires the installation of MERV 13 filters in proposed residences included in Phases 1 and 2 of the proposed project would be implemented to reduce this impact to less than significant. MERV 13 filters would trap particles at an efficiency rate of 60 percent. After the installation and maintenance of an air

filtration system rated at MERV 13 per Mitigation Measure AIR-3, the cancer risk from project construction at the MIR (a residence in Phase 1 of the proposed project) would be reduced to approximately 6 in a million and the PM_{2.5} concentrations at the MIR (a sensitive receptor in Phase 2 of the proposed project) would be reduced to approximately 0.13 µg/m³. As shown in Table 4.3-10 the health risk impacts to the future residents would be less than the BAAQMD recommended significance thresholds of 10 in a million and 0.3 µg/m³, respectively. Therefore, construction of the proposed project would not expose sensitive receptors to substantial pollutant concentrations after the implementation of additional mitigation.

**Table 4.3-10: Estimated Health Risks and Hazards during Project Construction—
Additional Mitigation**

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00534	0.1099
Risks and Hazards at the MIR: Child ¹	1.50	0.00534	0.1099

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Risks and Hazards at the MIR: Adult ¹	0.17	0.00534	0.1099
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.85	0.00344	0.1309
Risks and Hazards at the MIR: Child ¹	0.52	0.00344	0.1309
Risks and Hazards at the MIR: Adult ¹	0.058	0.00344	0.1309
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest From Any Scenario			
Maximum Risks and Hazards	5.96	0.00747	0.2758
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	No	No	No

Notes:

µg/m³ = micrograms per liter

BAAQMD = Bay Area Air Quality Management District

MIR = Maximum Impacted Receptor

PM_{2.5} = particulate matter 2.5 microns or less in diameter

¹ The MIR for each scenario analyzed is shown in 4.3-8

² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

Source: Stantec 2020, Appendix D.

Localized CO Emissions

Localized concentrations of CO are related to the levels of traffic and congestion along streets and at intersections. Implementation of the proposed project would increase traffic volumes on streets near the project site; therefore, the proposed project would be expected to increase local CO concentrations. Concentrations of CO approaching the ambient air quality standards are only expected where background levels, traffic volumes, and congestion levels are high. The BAAQMD's preliminary screening methodology for localized CO emissions provides a conservative indication of whether project-generated vehicle trips would result in the generation of CO emissions that contribute to an exceedance of the applicable threshold of significance. According to the BAAQMD CEQA Guidelines, the

proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, a regional transportation plan, and local congestion management agency plans.
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

According to the Final Transportation Impact Study prepared for the proposed project by Hexagon Transportation Consultants, Inc., the proposed project would not generate traffic that would result in deterioration of an intersection from acceptable Level of Service (LOS) (LOS A through D) to LOS E or F under existing plus project conditions. As provided in the Existing Plus Project scenario in the Traffic Impact Study, the proposed project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Areas where vertical and/or horizontal mixing is substantially limited include areas such as tunnels, parking garages, bridge underpasses, natural or urban street canyons, and below-grade roadways. The proposed project would not be affecting roadways in areas where vertical and/or horizontal mixing is substantially limited; the proposed project would not increase traffic volumes to more than 24,000 vehicles per hour in an area where vertical and/or horizontal mixing is substantially limited. Therefore, in accordance with BAAQMD's second tier screening criteria, the proposed project would not be expected to result in the generation of localized CO emissions in excess of the applicable threshold of significance.

As discussed above, the proposed project would not cause or be exposed to substantial pollutant concentrations, including localized CO or TAC emissions, such as DPM and NOA. Therefore, exposure of sensitive receptors to substantial pollutant concentrations would not occur, and the impact is less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure AIR-1 (PBA EIR MM 2.2-2), Mitigation Measure AIR-2, and Mitigation AIR-3 are required.

MM AIR-2: Tier 4 Interim Engine Requirements – Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 50 horsepower to meet particulate matter emissions standards for Tier 4 Interim engines. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City.

MM AIR-3: Installation of MERV 13 Filters for Phase 1 and Phase 2 – The applicant shall install high efficiency MERV filters with a rating of 13 in the intake of the residential ventilation systems in all

residential units that would be included in Phases 1 and Phase 2 of the project. To ensure maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer's recommendations lasting through the end of all construction associated with the proposed project. A signed commitment letter from the owner/property manager shall be submitted to City prior to the first occupancy of Phase 1 of the project.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact AIR-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact Analysis

Odors are generally regarded as an annoyance rather than a health hazard. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, quantitative methodologies to determine the presence of a significant odor impact do not exist. According to the CARB's Handbook, some of the most common sources of odor complaints received by local air districts are sewage treatment plants, landfills, recycling facilities, waste transfer stations, petroleum refineries, biomass operations, autobody shops, coating operations, fiberglass manufacturing, foundries, rendering plants, and livestock operations. The project site is not located near any such land uses, and the proposed project would not introduce any such land uses.

Residential, retail, or office land uses are not typically associated with the creation of substantial objectionable odors. Diesel fumes from construction equipment are often found to be objectionable; however, construction is temporary, and associated diesel emissions would be regulated per federal, state, and local regulations, including compliance with all applicable BAAQMD rules and regulations, which would help to control construction-related odorous emissions. Therefore, construction of the proposed project would not be expected to create objectionable odors affecting a substantial number of people.

For the aforementioned reasons, construction and operation of the proposed project would not create objectionable odors, nor would the project site be affected by any existing sources of substantial objectionable odors, and a less than significant impact related to objectionable odors would result.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

4.4 BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.1 Environmental Setting

Regionally, the project site has a Mediterranean climate characterized by cool, dry summers and moderate winters, with average annual temperatures ranging from 65.2 to 49.3 degrees Fahrenheit (°F). Historical data used to describe the climate was collected at the San Francisco International Airport Station, approximately 5.5 miles south of the project site (Western Regional Climate Center 2019). Precipitation in the project site occurs as rain. Average annual rainfall is 19.94 inches and primarily occurs from October through May.

A Stantec biologist conducted a desktop analysis based on a review of existing information about sensitive biological resources known to occur near the project site to determine whether biological resources are absent, present, and/or are likely to be present. For the purpose of this evaluation, special-status plant species include plants that are as

follows: 1) listed as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA); 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; 4) designated as rare by the California Department of Fish and Wildlife (CDFW); or 5) California Rare Plant Rank 1A, 1B, 2A or 2B species. Special-status animal species include species that are as follows: 1) listed as threatened or endangered under CESA or FESA; 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; or 4) identified by the CDFW as species of special concern or fully protected species.

Sensitive natural communities are those communities that are highly limited in distribution and may or may not contain rare, threatened, or endangered species. The California Natural Diversity Database (CNDDDB) ranks natural communities according to their rarity and endangerment in California. Habitats are considered sensitive if they are identified on the CDFW List of Vegetation Alliances and Associations as being highly imperiled or classified by CDFW in the CNDDDB as natural communities of special concern – Ranks S1 to S3.

A CNDDDB and California Native Plant Society (CNPS) database search for special-status species typically includes nine U.S. Geological Survey 7.5-minute quadrangle maps for a small project located within a single quadrangle—the quadrangle that covers the study area—and the eight quadrangles that surround the project quadrangle. In this case, the *San Francisco South*, *San Francisco North*, *Oakland West*, and *Hunter's Point* topographic quadrangles within a 5-mile radius of the project site were queried.

Other information sources consulted to determine which special-status species could potentially occur in the project site included the following:

- USGS California 7.5-minute topographic quadrangles for San Francisco South, San Francisco North, Oakland West, and Hunter's Point;
- Aerial photographs of the project site and surrounding vicinity (Google Earth 2019);
- United States Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur in the project site (USFWS 2019a);
- USFWS Designated Critical Habitat (USFWS 2019a)
- USFWS National Wetlands Inventory (USFWS 2019b)
- The CDFW CNDDDB plant and animal records within 5 miles of the project site (CDFW 2019a);
- Special Animals List (CDFW 2019b);
- The CNPS online Inventory of Rare and Endangered Plants (CNPS 2019)
- California Wildlife Habitat Relationships System (WHRS) (CDFW 2014).

Based on this review of existing information, a list of special-status species that have the potential to occur or are known to occur in the project site and vicinity was developed. The list was refined based on the habitat within and adjacent to the project site to determine the potential for those species to occur.

Habitat Communities

Habitat types within the project site were classified based on descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988), as well as the California Natural Community List (CDFW 2019c), which is adapted from the technical approach and vegetation alliance classification system described in *A Manual of California Vegetation* (Sawyer et al. 2009). The habitat community present in the project site includes Urban. No aquatic resources were identified in the project site. A description of the habitat within the project site is provided below.

Urban

The project site consists of residential and commercial structures, parking areas, landscaped areas, and an existing park. The existing park includes an open grass area, play structures, and basketball courts. Landscaped areas throughout the project site include ornamental trees and shrubs planted adjacent to roadways and walkways. Additionally, there are trees planted adjacent to the northern and eastern boundary of the project site.

Aquatic Habitats

No aquatic habitats occur within the project site; however, a small unnamed creek flows underneath the project site through a box culvert system that outlets approximately 50 feet east of the project limits into an open earthen channel. The project would not impact the existing culvert that flows underneath the project. Based on aerial imagery, vegetation along the unnamed creek includes unknown shrubs and herbaceous species. Approximately 650 feet downstream of the project site, there is an existing marsh adjacent to the channel. The unnamed creek continues flowing through another box culvert until it reaches an open channel and into the San Francisco Bay. The creek appears to receive runoff from the surrounding developments and roadsides.

Special-Status Species

Plants

A total of 65 special-status plant species were identified based on a review of pertinent literature, the USFWS species list and CNDDDB and CNPS database records. CNNDDB special-status plant species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and immediate vicinity to determine if potential habitat occurs in the project site. The project site does not provide suitable habitat for special-status plants due to the existing development. The unnamed creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status plants within the unnamed creek channel:

- bristly sedge (*Carex comosa*) – CNPS 2B.1
- California seablite (*Suaeda californica*) – Federal Endangered (FE), CNPS 1B.1
- johnny-nip (*Castilleja ambigua* var. *ambigua*) – CNPS 4.2
- marsh sandwort (*Arenaria paludicola*) – FE, State Endangered (SE), CNPS 1B.1
- water star-grass (*Heteranthera dubia*) – CNPS 2B.2

Wildlife

A total of 58 special-status animal species were identified based on a review of pertinent literature, the USFWS species list, CNDDDB database records, and a query of the California WHRS (CDFW 2014). CNNDDB special-status animal species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and the immediate vicinity to determine the species'

potential to occur in or near the project site. The project site does not provide suitable habitat for special-status species due to the existing development. The unnamed creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status animals within the unnamed creek channel:

- California red-legged frog (*Rana draytonii*) – Federal Threatened (FT), Species of Special Concern (SSC)
- San Francisco gartersnake (*Thamnophis sirtalis tetrataenia*) – FE, SE, Federal Protected (FP)
- western bumble bee (*Bombus occidentalis*) – Critically Endangered (CE)
- western pond turtle (*Emys marmorata*) – SSC

Based on this review of existing information, a list of special-status species that have the potential to occur or are known to occur in the project site and vicinity was developed (Appendix E). The list was refined based on the habitat within and adjacent to the project site to determine the potential for those species to occur.

Critical Habitat

The project site is not within USFWS designated critical habitat. There is critical habitat within the vicinity of the project site, including Franciscan manzanita (*Arctostaphylos franciscana*) critical habitat located 0.77-mile northwest and Bay checkerspot butterfly critical habitat located 1.25 miles south of the project site.

4.4.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.3 of the General Plan EIR discusses impacts on biological resources. According to the General Plan EIR, due to the city's urban character there are no wetlands, riparian habitat, or wildlife corridors that would be impacted by future development. The General Plan EIR indicates two undeveloped areas within the Coastal Zone and San Bruno Mountain are the only areas that contain suitable habitat for special-status species. However, adherence to established regulations and General Plan policies would ensure potential impacts to special-status species in these areas would be less than significant. The General Plan EIR also determined that the General Plan would not conflict with the San Bruno Habitat Conservation Plan or the City's Urban Forestry Ordinance.

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

- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater Municipal Regional Stormwater National Pollutant Discharge Elimination Service (NPDES) Permit by incorporating controls that reduce water quality impacts over the life of the project in way that is both technically and economically feasible, and reduces pollutants in stormwater discharges to the maximum extent practicable.
- Policy LU-17:** Ensure that private development is responsible for providing any on- or offsite improvements related to and/or mitigating the impacts it causes.
- Policy LU-18:** Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.
- Policy LU-23:** Through the development review process, work to protect and preserve special status plant and animal species.

Plan Bay Area EIR Summary

The following summarizes the potential impacts on biological resources discussed in Chapter 2.9 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 2.9-1a: Special-Status Species. The Plan Bay Area EIR analyzed the potential impacts related to species identified as candidate, sensitive, or special-status in local or regional plans, policies, or regulations, or by CDFW or USFWS, and determined with implementation of Plan Bay Area EIR Mitigation Measure 2.9-1(a), the impact would be less than significant (Refer to Impact BIO-1 in Section 4.4.3, Project-Specific Analysis).

PBA EIR MM 2.9-1[a]: Implementing agencies shall require project sponsors to prepare biological resource assessments for specific projects proposed in areas containing, or likely to contain, habitat for special-status plants and wildlife. The assessment shall be conducted by qualified professionals pursuant to adopted protocols and agency guidelines. Where the biological resource assessments establish that mitigation is required to avoid direct and indirect adverse effects on special-status plant and wildlife species, or compensate for unavoidable effects, mitigation shall be developed consistent with the requirements of CEQA, USFWS, CDFW, and local regulations and guidelines, in addition to requirements of any applicable and adopted Habitat Conservation Plan (HCP)/Natural Community Conservation Plan (NCCP) or other applicable plans developed to protect species or habitat. Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- *In support of CEQA, NEPA, CDFW, and USFWS review and permitting processes for individual proposed Plan projects, pre-project biological surveys shall be conducted as part of the environmental review process to determine the presence and extent of sensitive habitats and/or species in the project vicinity. Surveys shall follow established methods and shall be conducted at times when the subject species is most likely to be identified. In cases where impacts to state- or federally-listed plant or wildlife species are possible, formal protocol-level surveys may be required on a species-by-species basis to determine the local distribution of these species. Coordination with the USFWS and/or CDFW shall be conducted early in the planning process at an informal level for projects that could adversely affect federal or state candidate, proposed, threatened, or endangered species to determine the need for consultation or permitting actions. Projects shall obtain incidental take authorization from the permitting agencies as required before project implementation.*
- *Project designs shall be reconfigured, whenever practicable, to avoid special-status species and sensitive habitats. Projects shall minimize ground disturbances and transportation project footprints near sensitive areas to the extent practicable.*
- *Project activities in the vicinity of sensitive resources shall be completed during the period that best avoids disturbance to plant and wildlife species present to the extent feasible.*
- *Individual projects shall minimize the use of in-water construction methods in areas that support sensitive aquatic species, especially when listed species could be present.*
- *In the event that equipment needs to operate in any watercourse with flowing or standing water where special-status species may be affected, a qualified biological resource monitor shall be present to alert construction crews to the possible presence of such special-status species.*

- *If project activities involve pile driving or vibratory hammering in or near water, interim hydroacoustic threshold criteria for protected fish species shall be adopted as set forth by the Interagency Fisheries Hydroacoustic Working Group, as well as other avoidance methods to reduce the adverse effects of construction to sensitive fish, piscivorous birds, and marine mammal species.*
- *Construction shall not occur during the breeding season near riparian habitat, freshwater marshlands, and salt marsh habitats that support nesting bird species protected under the Endangered Species Act, Migratory Bird Treaty Act, or California Fish and Game Code (e.g., yellow warbler, tricolored blackbird, Ridgway's rail, etc.).*
- *A qualified biologist shall locate and fence off sensitive resources before construction activities begin and, where required, shall inspect areas to ensure that barrier fencing, stakes, and setback buffers are maintained during construction.*
- *For work sites located adjacent to special-status plant or wildlife populations, a biological resource education program shall be provided for construction crews and contractors (primarily crew and construction foremen) before construction activities begin.*
- *Biological monitoring shall be considered for areas near identified habitat for federal- and state-listed species, and a "no take" approach shall be taken whenever feasible during construction near special-status plant and wildlife species.*
- *Efforts shall be made to minimize the adverse effects of light and noise on listed and sensitive wildlife.*
- *Project activities shall comply with existing local regulations and policies, including applicable HCP/NCCPs, that exceed or reasonably replace any of the above measures protective of special-status species.*
- *Compensatory mitigation for unavoidable loss of habitat or other impacts to special-status species may be achieved in advance of impacts through the purchase or creation of mitigation credits or the implementation of mitigation projects through Regional Advance Mitigation Planning (RAMP), as deemed appropriate by the permitting agencies.*

Impact 2.9-1b: Designated Critical Habitat. The Plan Bay Area EIR analyzed the potential impacts related to designated critical habitat for federally listed plant and wildlife species and determined with implementation of Mitigation Measure 2.9-1(b), the impact would be less than significant. Mitigation Measure 2.9-1(b) is not applicable to the proposed project (Refer to Impact BIO-2 in Section 4.4.3, Project-Specific Analysis) because there is no critical habitat in the project area.

Impact 2.9-2: Riparian Habitat, Federally Protected Wetlands, or Other Sensitive Natural Communities. As discussed in the Plan Bay Area EIR, projects would have the potential to affect jurisdictional waters and other sensitive habitats, resulting in a potentially significant impact. The Plan Bay Area EIR identifies Mitigation Measure 2.9-2 to reduce impacts to jurisdictional waters to a less than significant level. Mitigation Measure 2.9-2 is not applicable to the proposed project (Refer to Impact BIO-3 in Section 4.4.3, Project-Specific Analysis) because there is no riparian habitat or federally protected wetlands in the project area.

Impact 2.9-3: Movement of Native Resident or Migratory Fish or Wildlife Species, Wildlife Corridors, and Nursery Sites. The Plan Bay Area EIR analyzed the potential impacts related to substantially interfering with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory

wildlife corridor, or impede the use of native wildlife nursery sites, and determined with implementation of Mitigation Measure 2.9-3, the impact would be less than significant. Mitigation Measure 2.9-3 is not applicable to the proposed project because there are no wildfire corridors in the project area (Refer to Impact BIO-4 in Section 4.4.3, Project-Specific Analysis).

Impact 2.9-4: Local Conservation Policies, Ordinances, and Plans. As discussed in the Plan Bay Area EIR, development projects would be required to follow city and county development requirements, including compliance with local policies, ordinances, and applicable permitting procedures related to protection of biological resources. Additionally, consistency with an adopted HCP or other conservation plan is a legal requirement; and, the design, approval, and permitting of future development and transportation projects within an area covered by an HCP or other conservation plan are intended and expected to comply with that requirement. Therefore, the Plan Bay Area EIR determined that the potential for approved development projects to conflict with local policies or ordinances protecting biological resources would be less than significant and no mitigation measures were identified.

4.4.3 Project-Specific Analysis

Impact BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Impact Analysis

Special-Status Plant Species

There is no potential habitat within the project site for special-status plant species with occurrences within a 5-mile radius. The project site is completely developed, and the existing park and landscaped areas are frequently disturbed by maintenance activities such as mowing and trimming. Based on the lack of suitable habitat, the project site does not provide potential habitat for special-status plant species to occur, and there would be no impacts to special-status plants.

Special-Status Wildlife Species

Although there are CNDDDB occurrence records within 5 miles of the project site for special-status animal species (CDFW 2019a), the project site does not provide suitable habitat (i.e., aquatic features, tall trees) for potential special-status animal species to occur. Due to the project site having landscaped areas and ornamental trees, the site provides minimal foraging and nesting habitat for migratory birds under the Migratory Bird Treaty Act or California Fish and Game Code. The adjacent creek, marsh, and associated aquatic vegetation may provide suitable habitat for aquatic and semi-aquatic special-status species and migratory nesting birds; however, this is outside the project site boundaries, and there would be no associated impacts.

Avoidance and minimization measures would be incorporated into the proposed project to avoid direct and indirect effects to special-status species and their habitat. If proposed project activities occur during the nesting bird season (generally considered from February 1 to August 31), construction may cause direct effects (e.g., tree removal and vegetation clearing) and indirect effects to nesting birds (e.g., noise and vibration) by causing adults to abandon active nests, resulting in nest failure and reduced reproductive success. Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]) requires preconstruction nesting bird surveys to document all nests on the project site and implementation of protective buffers around documented nests during construction to minimize disturbance to nesting birds during construction. Based on the lack of suitable nesting habitat in the project site, there is low potential for special-status

species to occur, and with the implementation of Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]), impacts to migratory nesting bird species would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure BIO-1 (PBA EIR MM 2.9-1[a]) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact Analysis

The project site does not contain any sensitive natural communities as classified by the CDFW. In addition, no aquatic habitats were identified within the project site that could be considered waters of the United States and subject to the USACE and RWQCB jurisdiction under Sections 404 and 401 of the Clean Water Act, or subject to CDFW jurisdiction under Section 1600 of the California Fish and Game Code. Therefore, the proposed project would have no impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations or by the CDFW or USFW.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-3 Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Impact Analysis

No aquatic resources or potential wetlands covered under the jurisdiction of the USACE or RWQCB occur within the project site. As such, there would be no impact to state or federally protected wetlands.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Impact Analysis

Habitat corridors are segments of land that provide linkages between different habitats while also providing cover. On a broader level, corridors also function as avenues along which wide-ranging animals can travel, plants can propagate, genetic interchange can occur, populations can move in response to environmental changes and natural disasters, and threatened species can be replenished from other areas. Habitat corridors often consist of riparian areas along streams, rivers, or other natural features. Habitat corridors have been recognized by federal agencies, such as the USFWS, and the state as important habitats worthy of conservation. In general, movement corridors consist of areas of undisturbed land cover that connect larger, contiguous habitats. The project site does not act as a corridor for species dispersal or provide migration habitat connectivity to adjacent habitat and is not part of any defined essential connectivity areas as identified in the California Essential Habitat Connectivity Project (Spencer et al. 2010); 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.

Impact BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Impact Analysis

The proposed project would not conflict with any local policies or ordinances protecting biological resources, including tree preservation policies or ordinances. A tree survey was conducted for the proposed project on September 3, 2019 (HortScience | Bartlett Consulting 2019) (Appendix F). The survey included all trees located within the project site and adjacent areas, specifically the northern and eastern limits of the proposed project. A total of 219 trees were counted, including 38 different native and non-native species. A total of 213 trees would be directly impacted by redevelopment and would require removal during each respective demolition phase. Two Italian stone pines (*Pinus pinea*) (#215 & 216) as well as four blackwood acacias (*Acacia melanoxylon*) (#216-219) could potentially be preserved. Minor pruning for adjacent trees along the northern project site limits may be needed for clearance. Additional trees within the SFPUC easement may be located within the development area and may need to be removed. Any tree that would be removed and is within public property would be required to comply with Sections 12.40.120 and 12.40.140 of the City's Municipal Code related to tree removal permits and replacement trees⁵. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

⁵ The City's Municipal Code 12.40.140 requires replacement trees to be a minimum of two 24-inch box size (the combined canopy of which is approximately ten percent of the average street tree canopy in the City or replacement canopy of 17 sf). If it is determined that replacement trees cannot be planted in the same frontage, costs for two trees, each 24-inch box size, plus labor for planting, shall remain in effect. This replacement tree shall be planted on specified alternate public property.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact Analysis

The project site is adjacent to the San Bruno Mountain HCP; however, the project site does not fall within this HCP boundary or any other local, regional, or state HCP or natural community conservation plan. As such, there would be no impact with respect to conflicting with provisions of an adopted HCP, natural community conservation plan, or other approved local, regional, or state HCP.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.5 CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.1 Environmental Setting

This section provides an overview of the history of the City and of resources of historical significance that may be affected by the proposed project.

History of the City of Daly City

The City is located in the northwest portion of San Mateo County and shares a border with the City and County of San Francisco to the north, Pacifica to the south, and South San Francisco, Colma, and Brisbane to the east. West of Daly City is the Pacific Ocean. In general, the City is highly urbanized with residential, commercial, and institutional land uses. Most of the open space in the City is located along the coastline. Studies indicate that San Mateo County may have been inhabited between 3,500 and 2,500 B.C. Recent history shows that the area has been inhabited by the Ohlone Indian Tribe, the Spanish peoples, and Mexican peoples.

Native American Period

The Ohlone Tribe primarily occupied the coastline in the San Francisco Bay Area, stretching from San Francisco to Monterey Bay. The Ohlone concentrated near inland villages located on the Colma and San Bruno creeks, as well as a seasonal village on the coast at Mussel Rock. The Ohlone were known to hunt deer, rabbits, fish, wild geese, and ducks in addition to gathering food such as nuts, roots, berries, and shellfish such as mussels and clams. Most of the fishing was done on the inland bay areas, while the coast provided sea otters and seals.

Spanish Period

Considered the first Europeans to reach the San Francisco Bay Area, Spanish explorers led by Juan Bautista de Anza established the Mission of San Francisco de Asis (Mission Dolores) in 1776. The primary route between Mission Dolores and other missions was El Camino Real (now called Mission Street), which runs through the City.

Mexican Period

Between 1822 and 1848, under the Mexican rule of California, land was issued to individuals, including cattle ranchers and hide and tallow traders. The City was part of three land grants, including "Rancho Buri," which was one of the largest grants within the Peninsula.

American Period

In 1868, John Daly purchased approximately 250 acres in the City and was the owner and operator of the San Mateo Dairy. As such, he would eventually become a prominent figure in the area, eventually having the City named after him in 1911 when the City became incorporated.

As a result of the 1906 earthquake, population surged in the areas surrounding Daly's ranch as he opened his land for emergency use by victims and people seeking refuge from the earthquake and fires. Eventually, a small community formed near Daly's ranch, and he ended up subdividing his land in 1907, leading to the City's first residential subdivision, known today as the Crocker neighborhood.

The largest surge in population occurred after World War II. Henry Doelger purchased 600 acres of sand dunes and cabbage patches along the western edges of the City, which was annexed in 1948 and subsequently developed into what is known today as the Westlake community. Doelger would continue to develop the area with thousands of homes and several shopping centers.

Historical Resources

There are no sites in the City listed on the National Register of Historic Places and/or the California Register of Historic Resources; however, there are approximately 46 other properties identified as having potential historic value at the local level within the City.

Archaeological Resources

According to the General Plan EIR, 58 cultural resource studies have been conducted in and around the City consisting of a mixture of architectural and archaeological studies generally concentrated around the I-280 corridor, the coastal margin, and the periphery of San Bruno Mountain (City of Daly City 2012). As a result of the studies, several areas have uncovered archaeological resources attributed to Native American history, located generally in the northern part of San Mateo County and in close proximity to sources of water, wetlands, coastal terraces, and sheltered valleys (City of Daly City 2012).

Furthermore, a brief review of a recorded resources map database and a general landform analysis of existing waterways and known archaeological resources indicate that the project area is not sensitive for archaeological resources.

4.5.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.4 of the General Plan EIR discusses potential impacts on prehistoric and historic resources. According to the General Plan EIR, new development has the potential to disrupt undiscovered archeological resources and unrecorded historic resources during proposed project construction. However, compliance with existing federal, state, and local laws as well as policies contained in the General Plan would reduce impacts on archeological and historic resources to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy RME-19: Undertake measure to protect and preserve historic and archaeological resources.

Policy LU-19: Archaeological resources should be preserved where possible.

Plan Bay Area EIR Summary

The following summarizes the potential impacts to cultural resources discussed in Chapter 2.11 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 2.11-1: Historical Resources. The Plan Bay Area EIR analyzed the potential impacts related to a substantial adverse change in the significance of a historical resource as defined in Section 15064.5, and determined with the implementation of the Plan Bay Area EIR Mitigation Measure 2.11-1, the impact would be less than significant with mitigation (Refer to Impact CUL-1 in Section 4.5.3, Project-Specific Analysis).

PBA EIR MM 2.11-1: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *Realign or redesign projects to avoid impacts on known historic resources where possible.*
- *Require a survey and evaluation of structures greater than 45 years in age within the area of potential effect to determine their eligibility for recognition under State, federal, or local historic preservation criteria. The evaluation shall be prepared by an architectural historian, or historical architect meeting the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation, Professional Qualification Standards. The evaluation should comply with CEQA Guidelines section 15064.5(b), and, if federal funding or permits are required, with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (16 U.S.C. § 470 et seq.). Study recommendations shall be implemented.*
- *If avoidance of a significant architectural/built environment resource is not feasible, additional mitigation options include, but are not limited to, specific design plans for historic districts, or plans for alteration or adaptive re-use of a historical resource that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, Restoring, and Reconstructing Historic Buildings.*
- *Comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect historic resources.*

Impact 2.11-2: Archaeological Resources. The Plan Bay Area EIR analyzed the potential impacts related to a substantial adverse change in the significance of a unique archaeological resource as defined in Section 15064.5 and determined with the implementation of Mitigation Measure 2.11-2 the impact would be less than significant. However, Mitigation Measure 2.11-2 is not relevant to the proposed project because no known archaeological resources are present in the project area.

Impact 2.11-4: Disturb Human Remains. The Plan Bay Area EIR analyzed the potential impacts related to the disturbance of human remains, including those interred outside of formal cemeteries, and determined impacts would be less than significant as projects are required to comply with California Health and Safety Code Sections 7050.5 and 7052 and PRC Section 5097. Compliance with these state regulations provide an opportunity to avoid or minimize the disturbance of human remains, and appropriately treat any remains that are discovered. Therefore, impacts to human remains would be less than significant, and no mitigation measures were identified.

4.5.3 Project-Specific Analysis

Impact CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Impact Analysis

A desktop review of buildings over the age of 45 was conducted by an architectural historian, and no historic resources (likely eligible under state, federal, or local historic preservation criteria) were identified. Thus, the proposed project is not anticipated to have an impact on any known or potential historical resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Impact Analysis

Based on a database review of recorded archaeological resources, no known archaeological resources are present in the project area. Further, the area and project site have been heavily developed, and it is very unlikely that buried archaeological resources are present. Although very unlikely, if archaeological resources are encountered during construction, adherence to the aforementioned requirements would be required to ensure that potentially significant archaeological resources pursuant to Section 15064.5 are treated appropriately. As such, Mitigation Measure CUL-1 (PBA EIR MM 2.11-1) would be required and would ensure that impacts associated with damage to buried archaeological resources would remain less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure CUL-1 (PBA EIR MM 2.11-1) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact CUL-3 Disturb any human remains, including those interred outside of formal cemeteries?

Impact Analysis

The proposed project would result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries. Although the proposed project would include ground-disturbing activities during construction, the project site is highly disturbed and has had extensive previous ground disturbing activities. If human remains did exist on within the project site, they likely would have been discovered during these previous ground disturbing activities. In the very unlikely event that previously undiscovered human remains are discovered onsite during proposed project construction, the proposed project would be required to comply with California Health and

Safety Code Sections 7050.5 and 7052 and PRC Section 5097. Sections 7052 and 7050.5 of the Health and Safety Code states that the disturbance of Native American cemeteries is a felony, and that construction or excavation be stopped in the vicinity of discovered human remains until the County coroner can determine whether the remains are those of a Native American. If discovered remains are found to be Native American, the coroner must contact the California Native Heritage Commission. Additionally, compliance with Section 15064.5 of the CEQA Guidelines would set forth procedures in the event of an unexpected discovery of Native American human remains on non-federal land. Therefore, with adherence to standard state and federal regulations, impacts related to disturbance of human remains would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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4.6 ENERGY

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.1 Environmental Setting

Natural gas and electricity are currently provided to the project area by PG&E. A number of regulations exist associated with reducing energy usage, one of the most prevalent being Parts 6 and 11 of CBC (CCR, Title 24). Part 6, the 2019 Building Energy Efficiency Standards, focuses on several key areas to improve the energy efficiency of newly constructed buildings and additions and alterations to existing buildings, and includes requirements that will enable both demand reductions and future solar electric and thermal system installations. The 2019 Building Energy Efficiency Standards also include updates to the energy efficiency divisions of Part 11, the 2019 California Green Building Standards (otherwise known as the CALGreen Code). A set of prerequisites has been established for both the residential and nonresidential standards, which include efficiency measures that should be installed in any building project striving to meet advanced levels of energy efficiency. The California Energy Commission estimates that implementation of the 2019 Building Energy Efficiency Standards may reduce statewide annual electricity consumption by approximately 53 percent less energy than those under the 2016 standards and may reduce greenhouse gas emissions by 70,000 metric tons over three years (California Energy Commission 2019).

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

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

4.6.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.6 of the General Plan EIR discusses impacts related to energy. Energy use under the General Plan would be moderated by applicable state regulations, and therefore would ensure that energy use will not be wasteful, inefficient, or unnecessary. The General Plan EIR also determined there would be a slight reduction in energy use per service population, indicating implementation of the General Plan would have a less than significant impact on energy use.

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

Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.

Policy HE-25: Mandate the inclusion of green building techniques into most new construction.

Policy HE-29: Promote alternative sources of energy in all homes.

Plan Bay Area EIR Summary

Chapter 2.4 of the Plan Bay Area EIR discusses potential impacts related to energy consumption. Implementation of the Plan Bay Area would result in the densification of land use, increased energy efficiency from residential land uses, and a net reduction in the consumption of automotive fuel. Additionally, future land use projects would be required to comply with the Title 24 Standards Building Code and incorporate feasible measures to reduce wasteful, inefficient, or unnecessary consumption of energy during construction or operation, and would increase reliance on renewable energy sources. Therefore, the Plan Bay Area EIR determined that impacts related to energy consumption would be less than significant, and no mitigation measures were identified.

4.6.3 Project-Specific Analysis

Impact EN-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Impact Analysis

Construction

Off-Road Equipment

The proposed project is anticipated to be constructed in four phases, with Phase 1 breaking ground January 1, 2021 and Phase 4 completed in October 2026. Table 4.6-1 provides estimates of the project's construction fuel consumption from off-road construction equipment.

Table 4.6-1: Construction Off-Road Fuel Consumption

Phase	Construction Activity	Fuel Consumption (Gallons)
Phase 1	Demolition	2,242
	Site Preparation	3,763
	Grading	3,161
	Building Construction	19,287
	Paving	2,114
	Architectural Coating	420
Phase 2	Demolition	4,671
	Site Preparation	3,404
	Grading	2,654
	Building Construction	16,528
	Paving	3,052
	Architectural Coating	456

Phase	Construction Activity	Fuel Consumption (Gallons)
Phase 3	Demolition	7,474
	Site Preparation	6,586
	Grading	14,678
	Building Construction	19,287
	Paving	4,413
	Architectural Coating	420
Phase 4	Demolition	7,474
	Site Preparation	6,586
	Grading	5,268
	Building Construction	19,287
	Paving	5,441
	Architectural Coating	420
Phase 4 (Offsite Road Improvements)	Site Preparation	48
	Grading	107
	Paving	1,448
Total		160,691

Notes:

Totals may appear not to sum exactly due to rounding. All calculations were completed using unrounded values.

Source: Stantec 2020, Appendix D

As shown in Table 4.6-1, construction activities associated with the proposed project would be estimated to consume 160,691 gallons of diesel fuel. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

On-Road Vehicles

On-road vehicles for construction workers, vendors, and haulers would require fuel for travel to and from the site during construction. Table 4.6-2 provides an estimate of the total on-road vehicle fuel usage during construction. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the state. Therefore, it is expected that construction fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Table 4.6-2: Construction On-Road Fuel Consumption

Project Phase	Total Annual Fuel Consumption (gallons)
Phase 1	14,722
Phase 2	17,912
Phase 3	14,575
Phase 4	25,537
Phase 4 – Offsite Road Improvements	320

Project Phase	Total Annual Fuel Consumption (gallons)
Total Construction On-Road Fuel Consumption	73,065

Notes:

Totals may appear not to sum exactly due to rounding. All calculations were completed using unrounded values.

Source: Stantec 2020, Appendix D

Long-Term Operations

Transportation Energy Demand

Table 4.6-3 provides an estimate of the daily and annual fuel consumed by vehicles traveling to and from the project site. These estimates were derived using the same assumptions used in the operational air quality analysis for the proposed project.

Table 4.6-3: Long-Term Operational Vehicle Fuel Consumption

Project Component	Trips per Day	Annual VMT	Average Fuel Economy (miles/gallon)	Total Annual Fuel Consumption (gallons)
Apartments	4,518	9,399,075	34.2	274,827
Day Care	511	974,085	34.2	28,482
Total				303,309

Notes:

Percent of vehicle trips and VMT provided by CalEEMod.

Average fuel economy is provided by United States Department of Transportation, Bureau of Transportation Statistics and reflects fuel economy of overall fleet, not just new vehicles.

CalEEMod = California Emissions Estimator Model

VMT = vehicle miles traveled

Source: Stantec 2020, Appendix D

As shown in Table 4.6-3, annual vehicular fuel consumption is estimated to be 303,309 gallons of both gasoline and diesel fuel. In terms of land use planning decisions, the proposed project would constitute development within an established community and would not be opening up a new geographical area for development such that it would draw mostly new trips or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce VMT. For these reasons, it would be expected that vehicular fuel consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar land use activities in the region.

Building Energy Demand

As shown in Tables 4.6-4 and 4.6-5, the proposed project is estimated to demand 2,340,535 kilowatt hours of electricity and 11,296,973 100-thousands of British Thermal Units of natural gas, respectively, on an annual basis.

Table 4.6-4: Long-Term Electricity Usage

Land Use	Size (ksf)	Title 24 Electricity Energy Intensity (kWh/size/year)	Nontitle 24 Electricity Energy Intensity (kWh/size/year)	Lighting Energy Intensity (kWh/size/year)	Total Electricity Energy Demand (kWh/size/year)	Total Electricity Demand (kWh/year)
Apartments	555	233.06	3172.76	810.36	4216.18	2,339,980
Day Care Center	125	0.66	1.27	2.51	4.44	555
Total						2,340,535

Notes:

The proposed project could potentially include a variety of uses consistent with the development standards; however, the land use selections above were based on estimating the “worst-case” scenario demand for electricity.

ksf = 1,000 square feet

kWh = kilowatt hour

Source: Stantec 2020, Appendix D

Table 4.6-5: Long-Term Natural Gas Usage

Land Use	Dwelling Units (ksf)	Title 24 Natural Gas Energy Intensity (KBTU/size/year)	Nontitle 24 Natural Gas Energy Intensity (KBTU/size/year)	Total Natural Gas Energy Demand (KBTU/size/year)	Total Natural Gas Demand (KBTU/year)
Apartments	555	17734.5	2615	20349.5	11,293,973
Day Care Center	125	14.85	1.62	16.47	2,059
Total					11,296,031

Notes:

The proposed project could potentially include a variety of uses consistent with the development standards; however, the land use selections above were based on estimating the “worst-case” scenario demand for electricity.

ksf = 1,000 square feet

KBTU= 1,000 British Thermal Units

Source: Stantec 2020, Appendix D

Buildings and infrastructure constructed pursuant to the proposed project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued. In addition, the City’s General Plan includes policies and programs that seek to reduce energy consumption.

It would be expected that building energy consumption associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than for any other similar buildings in the region. Current state regulatory requirements for new building construction contained in the 2019 CALGreen and Title 24 would increase energy efficiency and reduce energy demand in comparison to existing residential structures, and therefore would reduce actual environmental effects associated with energy use from the proposed project.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact EN-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Impact Analysis

The City's General Plan and Plan Bay Area include energy goals and policies to reduce the reliance on nonrenewable energy sources in existing and new commercial, industrial, and public structures. The City's CAP also includes strategies focused on green building, renewable energy, transportation and land use, education and waste management.

The proposed project would not conflict with the energy objectives of the General Plan, Plan Bay Area, nor the strategies in its CAP. The proposed project would constitute development within an established community and would not be opening up a new geographical area for development such that it would draw mostly new trips, or substantially lengthen existing trips. The proposed project would be well positioned to accommodate existing population and reduce VMT. The proposed project would not impede the City's bicycle and pedestrian network, would include onsite and offsite improvements of pedestrian infrastructure (sidewalks), and would provide bicycle parking in accordance with the City's Municipal Code.

The proposed project would comply with the versions of CCR Titles 20 and 24, including CALGreen, that are applicable at the time that building permits are issued and are in accordance with all applicable City measures.

For the above reasons, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The impact is less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

4.7 GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.7.1 Environmental Setting

The following background setting information focuses on the existing topography of the project site, the underlying bedrock, and site seismicity, as well as the general conditions and expansiveness of the onsite soils. A Geotechnical Investigation dated February 5, 2020, was prepared for the project site by Rockridge Geotechnical (Appendix G).

The City is located in the Coast Range geomorphic province of California, a relatively geologically young and seismically-active region on the western margin of the North American plate. The Coast Range is composed of mountain ranges and valleys that trend northwest, subparallel to the San Andreas Fault. The Coast Range is composed of thick Mesozoic and Cenozoic sedimentary strata that dip beneath the alluvium of the Great Valley to the

east. To the west is the Pacific Ocean; the coastline is uplifted, terraced, and wave-cut. The northern and southern ranges are separated by a depression containing the San Francisco Bay. West of the San Andreas is the Salinian Block, a granitic core extending from the southern extremity of the Coast Ranges to the north of the Farallon Islands.

The Alquist-Priolo Special Studies Zone Act of December 1972 (AP Zone Act) regulates development near active faults to mitigate the hazard of surface fault rupture. The AP Zone Act requires that the State Geologist (Chief of the California Department of Mines and Geology [CDMG]) delineates “special study zones” along known active faults in California. Cities and counties affected by these zones must regulate certain development projects within these zones. The AP Zone Act prohibits the development of structures for human occupancy across the faults displaced during the last 11,000 years. “Potentially” active faults are those that show evidence of surface displacement during the last 1.6 million years. A fault may be presumed to be inactive based on satisfactory geologic evidence; however, the evidence necessary to prove inactivity is sometimes difficult to obtain and locally may not exist.

Seismic potential in the City is dominated by the nearby San Andreas and Gregorio Fault System, a complex of active faults, where moderate to strong earthquakes have been generated, which lies as close as 4.4 miles southwest of the project site. The faults that comprise this system are typified by right-lateral, strike-slip movement. Other active earthquake faults in the region include the Hayward Fault, which lies roughly 13 miles east of the project site across the San Francisco Bay, and the Serra Fault, which passes as close as 3 miles to the southwest. Based on maps published by the California Geological Survey, the only Alquist-Priolo Earthquake Fault Zone that has been mapped in the immediate vicinity of the project area is the zone that flanks the San Andreas Fault. This zone does not cross the project site (DOC 2010, Rockridge Geotechnical 2020).

According to the Geotechnical Investigation completed for the proposed project area, the overall probability of a magnitude 6.7 or greater earthquake on a fault in the greater Bay Area in the next 30 years is estimated at 72 percent. According to the General Plan EIR, the probability of a large earthquake on the San Andreas Fault—the fault responsible for the 1906 San Francisco earthquake and the 1989 Loma Prieta earthquake—in the next 30 years is about 21 percent. The expected earthquake intensity is between VII and X on the Modified Mercalli Intensity Scale for an earthquake magnitude of 7.2 on the San Andreas Fault. Earthquake resistance of any building is dependent upon an interaction of seismic frequency, intensity, and duration with the structure’s height, condition, and construction materials.

Soil properties can affect the construction and maintenance of roads, building foundations, and infrastructure. The General Plan EIR indicates that the Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has mapped over nine soil types in the City. The City may be susceptible to some soil hazards, such as erosion, shrink/swell potential (expansive soils), and subsidence. The project site is not located in, or within 20 miles of a landslide hazard area (California Geologic Service 2020).

According to the Geotechnical Investigation completed for the project site, the north portion of the project site is underlain by artificial fill with Pleistocene-age alluvium occurring along the northern most edge of the area. The south portion of the project site is underlain by Quaternary-age hillslope deposits (Rockridge Geotechnical 2020). The groundwater depth varies from 1 to 12 feet below ground surface (bgs) at the project site; however, for preliminary design purposes the Geotechnical Investigation recommends assuming groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020).

Paleontological Resources

The University of California Museum of Paleontology specimens list contains more than 300 localities where fossils have been found throughout San Mateo County. One such locality is located in the City at Mussel Rock; however,

exact locations of the fossils are not provided in order to protect the paleontological resources. Two fossilized plant species have been found in that location, including the *Pseudotsuga taxifolia* and *Pinus masonii* (City of Daly City 2012). Mussel Rock is located approximately 5 miles southwest of the project site.

4.7.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.5 of the General Plan EIR discusses potential impacts on geology and soils. According to the General Plan EIR, part of the City is located within an Alquist-Priolo Earthquake Fault Hazard Zone, and as a result there is considerable risk of surface fault rupture within the City. Additionally, there is potential for soil erosion to increase during construction, and the threat of landslides also exists in the City. However, compliance with existing federal, state, and local laws, as well as policies contained in the General Plan would reduce potential impacts to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy SE-1.2: Require site-specific geotechnical, soils, and foundation reports for development proposed on sites identified in the Safety Element and its Geologic and Hazard Maps as having moderate or high potential for ground failure.

Policy SE-5.3: Continue to analyze the significant seismic, geologic, and community-wide hazards as part of the environmental review process; require that mitigation measures be made as conditions of project approval.

Plan Bay Area EIR Summary

Geology and Soils

Chapter 2.7 of the Plan Bay Area EIR evaluated potential impacts related to geology and soils. The Plan Bay Area EIR determined that all impacts related to geology and soils would be less than significant, and no mitigation measures were identified because there are existing federal, state, and local regulations and oversight in place that would effectively reduce the inherent hazards associated with these conditions to an acceptable level.

Paleontological Resources

Chapter 2.11 of the Plan Bay Area EIR discusses potential impacts related to paleontological resources that may result from implementation of the proposed Plan Bay Area. As discussed in the Plan Bay Area EIR, projects involving excavation, grading, or soil removal in previously undisturbed areas have the greatest likelihood to encounter these resources and result in a potentially significant impact. The Plan Bay Area EIR identifies Mitigation Measure 2.11-3 to reduce impacts related to paleontological resources to a less than significant level (Refer to Impact GEO-6 in Section 4.7.3, Project-Specific Analysis).

PBA EIR MM 2.11-3: Implementing agencies and/or project sponsors shall implement measures where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- *Before construction activities, project sponsors shall conduct a record search using an appropriate database, such as the UC Berkeley Museum of Paleontology to determine whether the project area has been previously surveyed and whether resources were identified.*

- *If record searches indicate that the project is located in an area likely to contain important paleontological, and/or geological resources, such as sedimentary rocks which have yielded significant terrestrial and other fossils, project sponsors shall retain a qualified paleontologist to train all construction personnel involved with earthmoving activities about the possibility of encountering fossils. The appearance and types of fossils likely to be seen during construction will be described. Construction personnel will be trained about the proper notification procedures should fossils be encountered.*
- *If paleontological resources are discovered during earthmoving activities, the construction crew will be directed to immediately cease work in the vicinity of the find and notify the implementing agencies and/or project sponsors. The project sponsor will retain a qualified paleontologist for identification and salvage of fossils so that construction delays can be minimized. The paleontologist will be responsible for implementing a recovery plan which could include the following:*
 - *in the event of discovery, salvage of unearthed fossil remains, typically involving simple excavation of the exposed specimen but possibly also plaster-jacketing of large and/or fragile specimens, or more elaborate quarry excavations of richly fossiliferous deposits;*
 - *recovery of stratigraphic and geologic data to provide a context for the recovered fossil remains, typically including description of lithologies of fossil-bearing strata, measurement and description of the overall stratigraphic section, and photographic documentation of the geologic setting;*
 - *laboratory preparation (cleaning and repair) of collected fossil remains to a point of curation, generally involving removal of enclosing rock material, stabilization of fragile specimens (using glues and other hardeners), and repair of broken specimens;*
 - *cataloging and identification of prepared fossil remains, typically involving scientific identification of specimens, inventory of specimens, assignment of catalog numbers, and entry of data into an inventory database;*
 - *transferal, for storage, of cataloged fossil remains to an appropriate repository, with consent of property owner;*
 - *preparation of a final report summarizing the field and laboratory methods used, the stratigraphic units inspected, the types of fossils recovered, and the significance of the curated collection; and*
 - *project sponsors shall comply with existing local regulations and policies that exceed or reasonably replace any of the above measures that protect paleontological or geologic resources.*

4.7.3 Project-Specific Analysis

Impact GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving:

- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**
 - ii) **Strong seismic ground shaking?**
 - iii) **Seismic-related ground failure, including liquefaction?**
 - iv) **Landslides?**
-

Impact Analysis

i) Fault Rupture

The project site is not located in a designated Alquist-Priolo Earthquake Fault Zone and there are no potentially active faults mapped within the site. The closest active faults to the project site include the San Andreas and San Gregorio faults which are over 4 miles southwest of the project site (Rockridge Geotechnical 2020). Therefore, the potential for damage to structures at the project site due to rupture of a known earthquake fault is low and impacts would be less than significant.

ii) Ground Shaking

The project site is in a seismically active region, and earthquake-related ground shaking is expected to occur during the designed life of the proposed project. Construction of the proposed project would be required to conform to the latest edition of the CBC, which includes engineering standards appropriate to withstand anticipated ground accelerations at the project site. Conformance with the earthquake design parameters of the CBC would be subject to City review as part of the building permit review process. Additionally, the proposed project would conform with all recommendations included in the Geotechnical Investigation and any future geotechnical investigations completed for the proposed project, as required by Mitigation Measure GEO-1. Specifically, due to underlying soils, Mitigation Measure GEO-1 would require a uniform support for the proposed structures within the project site. Soils underlying the portion of the site south of Midway Drive has moderate to high strength and low to moderate compressibility (Rockridge Geotechnical 2020). By placement of conventional spread footings bottomed on well-compacted fill and/or native soil, the new structures within the project area would be adequately supported. Therefore, with compliance with the CBC requirements and with implementation of Mitigation Measure GEO-1, which includes design measures included in the current and any subsequent geotechnical investigations, implementation of the proposed project would result in a less than significant impact related to ground shaking.

iii) Ground Failure, including Liquefaction

According to the Geotechnical Investigation, the project site is not susceptible to liquefaction or at risk for ground failure due to liquefaction or lateral spreading (Rockridge Geotechnical 2020). However, due to the underlying soils within the area, it is possible that if not properly accounted for in the project design, the underlying site soils could fail from ground shaking. As described above, the proposed project would be required to comply with the CBC specifications as well as Mitigation Measure GEO-1 which includes recommendations within the Geotechnical

Investigation related to stability of underlying soils within the project site. Therefore, the site soils would be adequately stabilized prior to the construction of the structures and potential impacts would be less than significant with mitigation incorporated.

iv) Landslides

The project site is slightly sloped from south to north within the project area. Elevation of the site ranges from approximately 8 feet above mean sea level (amsl) at the property line between the PG&E property and the Midway Village property (northern end) to approximately 100 feet amsl at the southern end of the project site along Martin Street. According to the Landslide Map Index prepared and managed by the California Department of Conservation – California Geological Survey, the project site is not located in, or within 20 miles of a landslide hazard area (California Geologic Service 2020). Therefore, the project would not be subject to seismically induced landslide hazards and no impact would occur.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 is required.

MM GEO-1: Implement Geotechnical Design Recommendations. Prior to issuance of grading permits, the Applicant shall incorporate all design specifications and recommendations contained within the Geotechnical Investigation into relevant project plans and specifications. This includes the recommendations in the current Preliminary Geotechnical Investigation (Rockridge Geotechnical 2020) and any subsequent geotechnical investigations or studies completed for the project. These specifications include, but are not limited to, foundation and settlement, imported soils, placement of support for structures through the use of footings or mats, use of concrete slab-on-grade floors, seismic design requirements, site preparation and grading, exterior concrete flatwork, drainage and landscaping, retaining walls, flexible pavement design, and use of portland cement concrete pavement. The project site plans shall be submitted to the City and reviewed as part of the building permit review process.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-2 Result in substantial soil erosion or the loss of topsoil?

Impact Analysis

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern during proposed project site development. Current project site design plans indicate there would be approximately 65,901 CY of cut and 108,993 CY of fill on the project site. The maximum depth of cut and fill onsite would range from 13 to 26 feet (pers. Comm. Patrick Chour June 28, 2019). Trees, roots, vegetation, and organic surficial soil would be removed from structural areas unless specified otherwise; the depth of organic surficial soil to be removed would vary from approximately 2 to 4 inches. It is anticipated that 12 of the 15 total acres of surface area would be affected by grading operation at the project site.

However, compliance with existing regulatory requirements, such as the implementation of grading erosion control measures specified in the CBC and Chapter 15.62 of the City's Municipal Code, would reduce impacts from erosion

and the loss of topsoil. Examples of these control measures are BMPs such as hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Chapter 15.62 of the Municipal Code, also known as the City of Daly City Grading, Erosion and Sediment Control Ordinance, contains rules and regulations that control site clearing, vegetation disturbances, landfills, land excavations, soil storage, and other activities that can cause sediments and other pollutants to enter the storm drain system. The ordinance also includes permit requirements, as well as procedures for the administration and enforcement of permits to appropriately control these development-related activities.

In addition, the proposed project would disturb more than 1 acre and be required to comply with the NPDES permitting program and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would identify BMPs to control the discharge of sediment and other pollutants during construction. As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would implement a SWPPP and associated BMPs as part of Mitigation Measure HYD-1 (see Section, 4.10.3, Project-Specific Analysis) to reduce erosion impacts. Therefore, the proposed project would not result in substantial soil erosion or loss of topsoil, and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-3 Be located on strata or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact Analysis

According to the Geotechnical Investigation, the north portion of the project site is underlain by artificial fill with Pleistocene-age alluvium and the south portion of the project site is underlain by Quaternary-age hillslope deposits (Rockridge Geotechnical 2020). The fill in the north portion of the project site consists predominantly of medium dense to dense sand, silty sand and clayey sand, and stiff to very stiff clay. Additionally, the fill contains construction debris such as brick, metal, wood, glass, and concrete. Other areas within the north portion of the project site is underlain by marsh deposit consisting of soft to medium stiff clay with varying amounts of organics. The thickness of the marsh deposits range from about 2- to 4-feet. Beneath the marsh deposit lies alluvium consisting of interbedded medium dense to very dense sand with varying silt and clay content and stiff to hard clay. The south portion of the site, south of Midway Drive, consists of less than two feet of existing fill that is followed by alluvium consisting primarily of interbedded layers of very stiff to hard clay and medium dense to very dense clayey sand (Rockridge Geotechnical 2020). As such, the soils in the north portion of the project site are highly compressible and the soils in the south portion of the project site are low to moderately compressible (Rockridge Geotechnical 2020).

According to the Geotechnical Investigation, the project site is not susceptible to liquefaction or at risk for ground failure due to liquefaction or lateral spreading (Rockridge Geotechnical 2020). However, the underlying soils within the north portion of the project site are highly compressible and could become unstable with construction of the

proposed project. Additionally, according to the Geotechnical Investigation groundwater varies from 1 to 12 feet bgs at the project site, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). Project construction activities would excavate the project site up the 26 feet, and therefore groundwater may be encountered and require dewatering and shoring.

The proposed project would comply with the latest edition of the CBC and would incorporate the recommendations identified in the Geotechnical Investigation as Mitigation Measure GEO-1 to ensure the stability of foundations and reduce potential for differential settlement. In the event that construction activities such as excavation and trenching encounters shallow groundwater, common practices employed to facilitate construction include either dewatering the excavation or shoring the sides of the excavation to reduce groundwater inflow. If dewatering is used, the Applicant would be required to comply with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharge of non-stormwater from an excavation that contains sediments or other pollutants to sanitary sewer, storm drain systems, creek bed (even if dry), or receiving waters without treatment is prohibited. Discharge of uncontaminated groundwater from dewatering is a conditionally exempted discharge by the San Francisco RWQCB. However, the removed water could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). Additionally, discharged groundwater would be disposed of in accordance with Mitigation Measure HAZ-1, which requires the proposed project to prepare a Remediation Action Workplan to address onsite contaminated soils and groundwater (refer to Section 4.9, Hazards and Hazardous Materials for further discussion).

The proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. In the event shoring methods are implemented for the estimated 26-foot excavations, the Applicant would be required to prepare shoring plans in accordance with the California Division of Occupational Safety and Health regulations and the City of Daly City Public Works Department engineering standards and specifications. The shoring plans would be submitted to the City for approval. As such, impacts related to unstable soils would be less than significant with implementation of Mitigation Measures GEO-1, GEO-2, and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-1, GEO-2, and HAZ-1 are required.

MM GEO-2: Prepare and Implement Dewatering and Shoring Plans. If construction plans include excavation to 4 feet bgs, prior to issuance of a grading permit, the Applicant shall prepare and submit a dewatering plan to the City for approval. At a minimum, the dewatering plan shall detail dewatering methods, location of dewatering activities, equipment, groundwater sampling, disposal, and discharge point in accordance with the requirements of the San Francisco RWQCB. In the event shoring methods are implemented for the estimated 26-foot excavations, the Applicant shall submit all shoring plans to the City for approval prior to the issuance of a grading permit. All shoring plans shall be in accordance with the California Division of Occupational Safety and Health regulations and the City of Daly City Public Works Department engineering standards and specifications.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact Analysis

The north portion of the project site consists of 10 feet of fill that is underlain by about 11 feet of highly compressible marsh deposits. The south portion of the site, south of Midway Drive, consists of less than two feet of fill that is underlain by alluvium (Rockridge Geotechnical 2020). These soils could have the potential to become unstable if not properly managed prior to the construction of structures due to the depth to groundwater and the presence of some clay soils. The proposed project would comply with the latest edition of the CBC and incorporate soil and structure stabilization recommendations as required by Mitigation Measure GEO-1, which includes the design recommendations of the Geotechnical Investigation completed for the proposed project. Specifically, the Geotechnical Investigation recommendations include installation of footings, mats, and engineered fill to be placed in various areas within the project site to support structures and reduce the potential for expanding soils (Rockridge Geotechnical 2020). All structures would be placed above ground and would not be located on expansive soils once constructed. Therefore, impacts related to expansive soils would be less than significant with Mitigation Measure GEO-1 incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact Analysis

The proposed project includes a connection to the existing sewer line; therefore, no impact regarding the capability of soil to adequately support the use of septic tanks or alternative wastewater disposal systems would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Impact Analysis

The proposed project would cause a significant impact if it directly or indirectly destroyed a unique paleontological resource or site or unique geologic feature. The proposed project would include some ground-disturbance during construction-related activities, such as grading and the rerouting of utilities, which could directly or indirectly destroy a unique paleontological or unique geologic feature. As described in Chapter 2.0, Project Description, the maximum depth of cut and fill onsite would range from 13 to 26 feet. Although paleontological resources have been discovered at Mussel Rock, the project site is located approximately 5 miles southwest of that area and, therefore, would not directly or indirectly destroy those resources.

Even though discovery of paleontological or unique geological features is unlikely, it is still possible that unknown resources could be found. However, federal and state regulations would require protective measures for procedures in the event that resources are discovered. Section 5097 of the PRC specifies the procedures to be followed in the event of the unexpected discovery paleontological resources. Additionally, Section 15064.5(f) of the CEQA Guidelines requires that construction activities be halted until a qualified specialist can assess the significance of the find. Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) would also be required and would ensure that a paleontological records search is completed for the project site and if the records search indicated that the project area is likely to contain paleontological and/or geologic resources, then a qualified paleontologist shall be required on the project site to train workers about the possibility of encountering fossils. Additionally, MM GEO-3 (PBA EIR MM 2.11-3) requires certain procedures to be followed in the event that a previously unknown paleontological or geologic resource is discovered during earth moving activities. Proper treatment and documentation of all discovered paleontological or geologic resources would be performed.

Adherence to the aforementioned requirements, General Plan policies, Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) would ensure that the proposed project impacts associated with paleontological resources would be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure GEO-3 (PBA EIR MM 2.11-3) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

4.8 GREENHOUSE GASES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.1 Environmental Setting

Greenhouse gases and climate change are cumulative global issues. CARB and EPA regulate GHG emissions within the State of California and the United States, respectively. While CARB has the primary regulatory responsibility within California for GHG emissions, local agencies can also adopt policies for GHG emission reduction.

Many chemical compounds in the Earth's atmosphere act as GHGs because they absorb and emit radiation within the thermal infrared range. When radiation from the Sun reaches the Earth's surface, some of it is reflected back into the atmosphere as infrared radiation (heat). GHGs absorb this infrared radiation and trap the heat in the atmosphere. Over time, the amount of energy from the Sun to the Earth's surface should be approximately equal to the amount of energy radiated back into space, leaving the temperature of the Earth's surface roughly constant. Many gases exhibit these "greenhouse" properties. Some of them occur in nature (water vapor, carbon dioxide, methane, and nitrous oxide) while others are exclusively human-made (like gases used for aerosols) (EPA 2014b).

The principal climate change gases resulting from human activity that enter and accumulate in the atmosphere are listed below:

- **Carbon Dioxide (CO₂):** CO₂ enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and chemical reactions (e.g., the manufacture of cement). CO₂ is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH₄):** CH₄ is emitted during the production and transport of coal, natural gas, and oil. CH₄ emissions also result from livestock and agricultural practices and the decay of organic waste in municipal solid waste landfills.
- **Nitrous Oxide (N₂O):** N₂O is emitted during agricultural and industrial activities as well as during combustion of fossil fuels and solid waste.
- **Fluorinated Gases:** Hydrofluorocarbons (HFCs), perfluorinated chemicals (PFCs), and Sulfur hexafluoride (SF₆) are synthetic, powerful climate-change gases that are emitted from a variety of industrial processes. Fluorinated gases are often used as substitutes for ozone-depleting substances (i.e., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent climate-change gases, they are sometimes referred to as high global warming potential gases.

4.8.1.1 Emissions Inventories and Trends

California's annual statewide GHG emission inventory is an important tool for establishing historical emission trends and tracking California's progress in reducing GHGs. In concert with data collected through various California Global Warming Solutions Act (Assembly Bill [AB] 32) programs, the GHG inventory is a critical piece in demonstrating the state's progress in achieving the statewide GHG target. The inventory provides estimates of anthropogenic GHG emissions within California, as well as emissions associated with imported electricity; natural sources are not included in the inventory. The inventory for 2017 shows that California's GHG emissions continue to decrease. In 2017, emissions from GHG emitting activities statewide were 424 million metric tons of CO₂ equivalent (MMTCO_{2e}), 5 MMTCO_{2e} lower than 2016 levels and 7 MMTCO_{2e} below the 2020 GHG Limit of 431 MMTCO_{2e}. Consistent with recent years, these reductions have occurred while California's economy has continued to grow and generate jobs. Compared to 2016, California's GDP grew 3.6 percent while the carbon intensity of its economy declined by 4.5 percent. The most notable highlights in the inventory include:

- For the first time since California started to track GHG emissions, in-state and total electricity generation from zero-GHG sources (for purposes of the GHG inventory, these include solar, hydro, wind, and nuclear) exceeded generation from GHG-emitting sources.
- The transportation sector remains the largest source of GHG emissions in the state, but saw a 1 percent increase in emissions in 2017, the lowest growth rate over the past 4 years.
- Emissions from all other sectors have remained relatively constant in recent years, although emissions from high global warming potential gases have continued to increase as they replace Ozone Depleting Substances banned under the 1987 Montreal Protocol.

4.8.1.2 Potential Environmental Effects

For California, climate change in the form of warming has the potential to incur and exacerbate environmental impacts, including but not limited to changes to precipitation and runoff patterns, increased agricultural demand for water, inundation of low-lying coastal areas by sea-level rise, and increased incidents and severity of wildfire events. Although certain environmental effects are widely accepted to be a potential hazard to certain locations, such as rising sea level for low-lying coastal areas, it is currently infeasible to predict all environmental effects of climate change on any one location.

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on Earth. A project's GHG emissions are at a micro-scale relative to global emissions but could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact.

Assembly Bill 32, California Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the state's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Senate Bill 375, California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g., ABAG and MTC) to align their regional transportation, housing, and land use plans to reduce VMT and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

SB 350 Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets

In April 2015, Governor Brown signed Executive Order EO-B-30-15, which extended the goals of AB 32, setting a GHG emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed SB 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued California's 2017 Climate Change Scoping Plan. While the state is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target:

- Implement the Cap-and-Trade program that places a firm limit on 80 percent of the state's emissions;
- Achieve a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikeable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and

- Reduce “super pollutants” by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons of carbon dioxide equivalent (MTCO_{2e}) per capita (statewide) by 2030 and no more than 2 MTCO_{2e} per capita by 2050. The statewide per capita targets account for all emissions sectors in the state, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term state emissions reduction goal of 80 percent below 1990 levels by 2050.

Greenhouse Gas Significance Thresholds

BAAQMD's current CEQA Air Quality Guidelines currently recommends two project-specific thresholds and one plan-level threshold. Since the proposed project does not involve the preparation of a General Plan or Specific Plan, only the project-level thresholds are discussed further. The two project-level thresholds are a bright-line threshold of 1,100 MTCO_{2e} and a GHG efficiency threshold of 4.6 MTCO_{2e} per service population. The bright-line numeric threshold of 1,100 MTCO_{2e} per year is a numeric emissions level below which a project's contribution to global climate change would be less than “cumulatively considerable.” For projects that are above this bright-line cut-off level, emissions from these projects would still be less than cumulatively significant if the project as a whole would result in an efficiency of 4.6 MTCO_{2e} per service population or better for mixed-use projects. Both thresholds were developed based off the 1990 state inventory and reductions identified to meet AB 32 targets for the year 2020. The GHG efficiency threshold was derived from looking at the land use inventory sector and statewide population and employment projections for AB 32 targets.

Post-2020

Given the recent legislative attention and case law regarding post-2020 goals and the scientific evidence that additional GHG reductions are needed through 2050 to stabilize CO₂ concentrations, the Association of Environmental Professionals' Climate Change Committee (2016) recommended in its Beyond 2020: The Challenges of Greenhouse Gas Reduction Planning by Local Governments in California white paper that CEQA analyses for most land use development projects can continue to rely on current thresholds for the immediate future, but that long-term projects should consider “post-2020 emissions consistent with ‘substantial progress’ along a post-2020 reduction trajectory toward meeting the 2050 target.” The Beyond 2020 white paper further recommends that the “significance determination... should be based on consistency with ‘substantial progress’ along a post-2020 trajectory.”

Project-Specific GHG Thresholds

As discussed above, for quantified emissions, the BAAQMD Guidelines recommend a GHG threshold of 1,100 metric tons or 4.6 metric tons per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. In the event that the operation of a project would occur beyond 2020, a threshold that addresses a future target is appropriate.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a “Substantial Progress” efficiency metric of 2.8 MTCO_{2e} per year per service population and a bright-line threshold of 660 MTCO_{2e} per year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels (BAAQMD 2016). The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MTCO_{2e} per year threshold.

4.8.2 Previous Environmental Analysis

4.8.2.1 City of Daly City General Plan EIR Summary

Chapter 3.6 of the Daly City General Plan EIR discusses potential cumulative effects of GHGs within the Bay Area. As discussed in the Daly City General Plan EIR, GHG emissions are in and of themselves a significant cumulative impact. However, state regulations and implementation of General Plan policies that promote mixed uses, alternative modes of transportation, and energy efficiency would help to reduce GHG emissions to a less than significant level. Additionally, the Daly City General Plan EIR determined that the General Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

The following General Plan policies are applicable to the proposed project:

Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.

Policy HE-25: Mandate the inclusion of green building techniques into most new construction.

4.8.2.2 Plan Bay Area EIR Summary

The following summarizes the potential impacts related to GHGs discussed in Chapter 2.5 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 2.5-2: Net Increase in Direct and Indirect GHG Emissions. The Plan Bay Area EIR determined that implementation of the Plan Bay Area would result in a net reduction in GHG emissions in 2040 when compared to existing conditions, and impacts would be less than significant. No mitigation measures were identified.

Impact 2.5-3: Conflict with Applicable Plans, Policies, or Regulations. The Plan Bay Area EIR determined that implementation of the Plan Bay Area could substantially conflict with the goal of SB 32 to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. However, implementation of Mitigation Measure 2.5-3 would reduce potential impacts to less than significant level. Mitigation Measure 2.5-3 is not applicable to the proposed project because it is a plan level mitigation measure regarding implementation of Climate Action Plans and other regional plans for reducing GHG emissions.

Impact 2.5-4: Conflict with Local Policies or Plans. The Plan Bay Area EIR determined that implementation of the Plan Bay Area would not substantially conflict with local climate action plans or GHG reduction plans, and impacts would be less than significant. No mitigation measures were identified.

4.8.3 Project-Specific Analysis

Impact GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact Analysis

Thresholds

BAAQMD's current CEQA Guidelines recommend a GHG bright-line threshold of 1,100 MTCO₂e or 4.6 MTCO₂e per service population. If a project exceeds the 1,100 MTCO₂e then the project's GHG efficiency is compared to the 4.6 MTCO₂e per service population to determine significance. Notably, these thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. BAAQMD is in the process of updating its CEQA guidance. It is reasonable to base a post-2020 threshold off the same methodology BAAQMD used for developing its current recommendation.

Service Population

Currently there are 31 employees located onsite at both the child-care and office facilities. It is estimated that approximately 15 to 20 additional employees would be needed onsite, depending on the type of special needs populations ultimately served (e.g., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility and Community Center and would provide property management services for the residential units in the development. Employees for maintenance of Bayshore Park would be City employees and are not included in the estimated 15 to 20 employees for the remainder of the project site.

Consistent with the General Plan EIR assumptions and the United States Census Bureau (USCB), an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012, USCB 2019). Accordingly, 95 percent of 555 units would be 527 units, resulting in 1,739 residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,262 new residents. Therefore, the total new service population would be 1,282 residents plus employees.

Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.8 MT CO₂e/year/service population and a bright-line threshold of 660 MTCO₂e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.8 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MTCO₂e/year threshold. The 2030 thresholds were then interpolated to develop thresholds for 2026 of 836 MTCO₂e/year for the bright-line threshold and 3.5 MTCO₂e per year per service population.

Project-Specific Analysis

A project-specific analysis was completed for the proposed project. The analysis evaluated both construction and operational emissions.

Construction Emissions

Construction GHG emissions are generated from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. GHG emissions associated with construction for the proposed project are shown in Table 4.8-1.

Table 4.8-1: Construction GHG Emissions

Construction Year	MTCO ₂ e per Year
2021	461
2023	194
2024	289
2025	602
2026	625
Maximum Annual Emissions	625

As shown in Table 4.8-1, maximum annual GHG emissions are estimated to be 625 MTCO₂e. Neither the City nor BAAQMD have an adopted threshold of significance for construction related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable.

Operational Emissions

Long-term operational GHG emissions would result from proposed project-generated vehicular traffic, onsite combustion of natural gas, operation of any landscaping equipment, offsite generation of electrical power over the life of the project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site.

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate GHG emissions associated with operation of the project. Table 4.8-2 shows the operational GHG results.

Table 4.8-2: Annual GHG Emissions for the Proposed Project

Source Category	Existing Land Use in 2026	Proposed Project in 2026	Existing Use in 2030	Proposed Project in 2030
Area	5	17	5	17
Energy Consumption	301	995	270	888
Mobile	945	3,165	876	2,933
Solid Waste Generation	45	140	45	140
Water Usage	28	80	24	70
Total	1,324	4,397	1,220	4,048
Net Emissions		3,073		2,828
Significance Threshold		836 MTCO ₂ e/year		600 MTCO ₂ e/year
Service Population Emissions (MTCO ₂ e/year/service population)		2.4		2.2
Significance Threshold		3.5 in 2026		2.8 in 2030
Exceeds both thresholds?		No		No

As shown in Table 4.8-2, the 2030 net emissions (2,828 MTCO₂e) exceed the 660 MTCO₂e per year bright-line threshold. However, the service population emissions (2.2 MTCO₂e per year per service population) do not exceed the 2030 per capita rate. Similarly, the 2026 net emissions (3,073 MTCO₂e) exceed the interpolated 836 MTCO₂e per year bright-line threshold but do not exceed the 2026 interpolated per capita rate. To be considered significant, the project must exceed both the GHG significance threshold in metric tons per year and the service population significance threshold. Therefore, impacts would not be considered significant.

In addition, the proposed project implements the applicable operational GHG reduction strategies and sustainability measures from Plan Bay Area, as described in Section 2.3.7, Alternative Transportation, and Section 2.3.8, Sustainability. In addition, the proposed project would increase the housing density at an existing housing complex, thereby helping to reduce overall GHG emissions in the region. Therefore, the proposed project would not generate GHG emissions that would have a significant impact on the environment, and impacts would be considered less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact Analysis

The proposed project is consistent with and tiered off of the Plan Bay Area; the primary objective of the Plan is to achieve mandated reductions of GHG emissions and provide adequate housing for the projected 2040 regional population level pursuant to SB 375, The Sustainable Communities and Climate Protections Act of 2008. SB 375 outlines growth strategies that better integrate regional land use and transportation planning and that help meet the State of California's GHG emissions reduction mandates. The Plan Bay Area outlines strategies to meet or exceed the targets set by CARB. By Executive Order, approved June 25, 2018, CARB officially determined that the Plan Bay Area would, if implemented, meet CARB's 2020 and 2035 GHG emission reduction targets (CARB 2017b). The Plan Bay Area EIR found that the Plan could conflict with the goals of SB 32 unless mitigation was implemented. Mitigation for this impact includes the MTC and ABAG working with the BAAQMD and local communities to develop community-specific CAPs (Mitigation Measure 2.5.3). Although this mitigation measure is not applicable to the proposed project, Daly City has developed a CAP consistent with AB 32 and the 2020 emissions reduction target. As described above, in 2017, emissions from GHG emitting activities statewide were 7 MMTCO₂e below the 2020 GHG limit established by AB 32. With the adoption of SB 32, the state has codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. In the future, the City may prepare an updated CAP to address the 2030 emissions target and identify measures to determine the proposed project's consistency with SB 32. In the meantime, the table below identifies how the project is consistent with SB 32 Scoping Plan measures.

Table 4.8-3: Consistency with SB 32 2017 Scoping Plan Update

Scoping Plan Measure	Project Consistency
SB 350 50 Percent Renewable Mandate. Utilities subject to the legislation will be required to increase their renewable energy mix from 33 percent in 2020 to 50 percent in 2030.	Consistent: The project will purchase electricity from a utility subject to the SB 350 Renewable Mandate.
SB 350 Double Building Energy Efficiency by 2030. This is equivalent to a 20 percent reduction from 2014 building energy usage compared to current projected 2030 levels	Not Applicable. This measure applies to existing buildings. New structures are required to comply with Title 24 Energy Efficiency Standards that are expected to increase in stringency until residential housing and commercial development achieves zero net energy.
Low Carbon Fuel Standard. This measure requires fuel providers to meet an 18 percent reduction in carbon content by 2030.	Consistent. Vehicles accessing the project site will use fuel containing lower carbon content as the fuel standard is implemented.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario) Vehicle manufacturers will be required to meet existing regulations mandated by the low-emission vehicle (LEV) III and Heavy-Duty Vehicle programs. The strategy includes a goal of having 4.2 million zero-emission vehicles (ZEVs) on the road by 2030 and increasing numbers of ZEV trucks and buses.	Consistent. Future residents can be expected to purchase increasing numbers of more fuel efficient and zero emission cars and trucks each year. The 2019 CalGreen Code requires electrical service in multi-family dwellings as well as non-residential developments with ten or more parking spaces to be electric vehicle charger-ready. Home deliveries will be made by increasing numbers of ZEV delivery trucks.
Sustainable Freight Action Plan The plan's target is to improve freight system efficiency 25 percent by increasing the value of goods and services produced from the freight sector, relative to the amount of carbon that it produces by 2030. This would be achieved by deploying more than 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero-emission freight vehicles and equipment powered by renewable energy by 2030.	Not Applicable. The measure applies to owners and operators of trucks and freight operations. However, home deliveries are expected to be made by increasing number of ZEV delivery trucks.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy. The strategy requires the reduction of SLCPs by 40 percent from 2013 levels by 2030 and the reduction of black carbon by 50 percent from 2013 levels by 2030.	Consistent. The project will include only natural gas hearths that produce very little black carbon compared to wood burning fireplaces and heaters.
Senate Bill 375 Sustainable Communities Strategies. Requires Regional Transportation Plans to include a sustainable communities strategy for reduction of per capita vehicle miles traveled.	Consistent. The project will provide housing in the region that is consistent with the growth projections in the 2014 Regional Transportation Plan/Sustainable Communities Strategy. The proposed project is within a transit priority area and is subject to requirements applicable to those areas.

Scoping Plan Measure	Project Consistency
Post-2020 Cap-and-Trade Program. The Post 2020 Cap-and-Trade Program continues the existing program for another 10 years. The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers.	Consistent. The post-2020 Cap-and-Trade Program indirectly affects people who use the products and services produced by the regulated industrial sources when increased cost of products or services (such as electricity and fuel) are transferred to the consumers. The Cap-and-Trade Program covers the greenhouse gas emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, greenhouse gas emissions associated with California Environmental Quality Act projects' electricity usage are covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered at large sources in the program's first compliance period.
Natural and Working Lands Action Plan. The California Air Resources Board is working in coordination with several other agencies at the federal, state, and local levels, stakeholders, and with the public, to develop measures as outlined in the Scoping Plan Update and the governor's Executive Order B-30-15 to reduce greenhouse gas emissions and to cultivate net carbon sequestration potential for California's natural and working land.	Not Applicable. The project is a residential development and would not be considered natural or working lands.

Source: CARB 2017b Scoping Plan Update.

The 2017 Scoping Plan would achieve the bulk of the reductions from electric power, industrial fuel combustion, and transportation. Cap-and-trade would provide between 10 and 20 percent of the required reductions depending on the amounts achieved by the other reduction measures. Although the Scoping Plan Update focuses on state agency actions necessary to achieve the 2030 GHG limit, CARB considers local governments essential partners in achieving California's goals to reduce GHG emissions. The 2030 target will require an increase in the rate of emission reductions compared to what was needed to achieve the 2020 limit, and this will require action and collaboration at all levels, including local government action to complement and support state-level actions. For individual projects, the 2030 Scoping Plan Update suggests that all new land use development implement all feasible measures to reduce GHG emissions. The Scoping Plan does not define all feasible measures or attribute an amount of reductions required from new development beyond compliance with regulations. The proposed project is consistent with GHG reductions measures through energy efficiency and sustainability measures, as well as being consistent with the Plan Bay Area, which would result in an overall net reduction in GHG emissions in 2040 when compared to existing conditions, and impacts would be less than significant.

Lastly, the proposed project would comply with all relevant GHG reduction measures and strategies listed in the City's General Plan, including promoting mixed use, alternative modes of transportation, and energy efficiency. Therefore, the proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purposes of reducing GHG emissions, and impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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4.9 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely-hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.1 Environmental Setting

Hazardous materials, as defined by the CCR, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. Hazardous materials are grouped into the following four categories, based on their properties:

- Toxic: causes human health effects
- Ignitable: has the ability to burn
- Corrosive: causes severe burns or damage to materials
- Reactive: causes explosions or generates toxic gases

Hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. The criteria that define a material as hazardous also define a waste as hazardous. If improperly handled, hazardous materials and hazardous waste can result in public health hazards if released into the soil or groundwater or through airborne

releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer. The California Government Code, Title 22, Sections 66261.20–24 contains technical descriptions of toxic characteristics that could cause soil or groundwater to be classified as hazardous waste.

California Government Code, Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to compile, maintain, and update specified lists of hazardous material release sites. The CEQA (PRC Section 21092.6) requires the lead agency to consult the lists compiled pursuant to California Government Code, Section 65962.5 to determine whether the proposed project and any alternatives are identified on a federal or state listing database. The required lists of hazardous material release sites are commonly referred to as the “Cortese List” after the State Assembly member who sponsored the legislation. Since the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese List are now referred directly to the appropriate information resources contained on internet websites hosted by the boards or departments referenced in the statute, including the online EnviroStor database from the DTSC and the online GeoTracker database offered by the State Water Resources Control Board (SWRCB). These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency’s jurisdiction. A search of the online databases in July of 2019 revealed that the Midway Village area is a military evaluation cleanup site, and the existing Bayshore Park is listed as a state response cleanup site (DTSC 2019a, SWRCB 2019).

As noted in Section 2.2 above, a manufactured gas plant operated on what is today the PG&E Martin Service Center property from approximately 1906 to 1916. The operations of the plant resulted in a waste material called lampblack that contained polycyclic aromatic hydrocarbons (PAHs). During World War II the federal government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, contaminated soils containing PAHs was used to fill low-lying areas prior to construction of the housing, as the health effects were unknown at the time. Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 1990s. As noted in Section 2.2 above, until recently, investigative activities were concentrated on PAHs and metals in shallow and semi-shallow soil. Other parameters in soil have also been evaluated to a lesser extent, including volatile organic compounds (VOCs), metals, cyanide, and phenols. In accordance with Engineering/Remediation Resources Group’s (ERRG’s) *Midway Village/Bayshore Park Remediation Project Workplan* dated 5 September 2002, PAH-contaminated soil that exceeded clean up levels at depth was removed from portions of Midway Village in the area north of Midway Drive (Village North) and Bayshore Park.

A durable cover consisting of two to five feet of clean soil, landscaping with a minimum of two feet of clean soil, or hardscapes including concrete building pads, concrete or asphalt walkways, patios, and roadways (cap) was placed over areas of remaining contamination, generally consisting of the entire Bayshore Park and isolated locations in the vicinity of Buildings 22 through 24, 28, 29, and 31 through 35 (ERRG, 2002). Analytical data for five sources of backfill were provided to DTSC for approval prior to cap placement (ERRG, 2002). The site was remediated, and no further action has been required since August 21, 2015, following certification by DTSC (DTSC 2019b).

Multiple Village North parcels and Bayshore Park are subject to three DTSC Land Use Covenants (LUCs), recorded on September 24, 1998 (1998 LUC),⁶ October 17, 2002 (2002 LUC),⁷ and November 23, 2010 (2010 LUC),⁸ together with the 1998 LUC and 2002 LUC, the Existing LUCs) to prevent human direct contact with soil without agency oversight. The portion of Midway Village located south of Midway Drive (Village South), and some parcels on Village North are not subject to Existing LUCs. The areas covered by the Existing LUCs (i.e., Midway Village North parcels and Bayshore Park) are subject to requirements of Operations and Maintenance (O&M) Agreements with the DTSC. The O&M Agreements outline requirements for the cap inspection, maintenance, and reporting (SCS Engineers, 2017). The 2002 LUC is recorded on the land underlying Bayshore Park and contains a prohibition on residential use. Neither the 1998 LUC nor the 2010 LUC contain this restriction.

Since December of 2018, 3 soil gas sampling events have been conducted at the project site under the oversight of the DTSC. In December of 2018, soil gas testing was performed at the Village North portion of the project site under a Soil Gas Sampling Work Plan approved by the DTSC via email dated November 9, 2018. This sampling event detected elevated concentrations of VOCs in soil gas, including benzene, chloroform, ethylbenzene, naphthalene, xylenes, and 1,2,4-trimethylbenzene (1,2,4-TMB) (Langan, 2019). Additional testing was conducted at Village North in April 2019, during which testing elevated levels of the following VOCs were detected in soil gas: benzene, bromomethane, carbon tetrachloride, chloroethane, chloroform, chloromethane, 1,4-DCB, dichlorodifluoromethane, ethylbenzene, naphthalene, PCE, styrene, toluene, trichlorofluoromethane, trichlorotrifluoroethane, 1,2,4-TMB, 1,3,5-trimethylbenzene, vinyl chloride and xylenes (Langan, 2019). Soil gas testing was performed at Village South in November of 2019 and revealed elevated concentrations of VOCs, including benzene, chloroform, ethylbenzene, naphthalene, tetrachloroethene (PCE), vinyl chloride, and xylenes (Langan, 2020). The Project Applicant, County and the City are working with the DTSC to ensure that site conditions will be maintained in a manner protective of human health and the environment, including future Site users. This will include site mitigation and/or remedial activities, such as the development and approval of Response Plans and Soil Management Plans (SMPs) under the jurisdiction of the DTSC and/or other environmental agencies of applicable jurisdiction. Prior to the issuance of a grading permit for each phase of the Project, the Project Applicant shall document that the applicable regulatory agency has approved the necessary SMPs and/or environmental response plan documents addressing constituents of concern within the respective development phase. Prior to the issuance of a certificate of occupancy or operating permit, the developer shall document the applicable regulatory agency's approval that the Site may be used for its anticipated use.

As noted in Section 2.1 above, the current Bayshore Park is proposed for residential development and the park will be relocated to an area currently zoned for residential development. As such, the 2002 LUC will require a variance to allow for the residential use. To facilitate this, the Bayshore Park area will be made safe for residential use through site mitigation and remedial approaches. Appropriate techniques and approaches may include, among others, consolidation of impacted soil, engineering controls to separate impacted soil from human contact, excavation and appropriate management or removal. In addition to the significant portions of the Site that will be composed of durable covers, including building foundations, roads, engineered paths, and other hardscaped areas, landscaped areas will be covered with a clean soil cap composed of soil either presently available onsite or imported for construction mass grading purposes. This will require the use of approximately 21,500 CY of soil, including approximately 15,200 CY of imported clean fill and approximately 6,300 CY of clean soil from onsite. Impacts,

⁶ The land subject to the 1998 LUC consists of APNs 005-330-250, 005-330-260, 005-330-270, 005-330-340, 005-330-350, 005-330-360, 005-330-370, and 005-330-380.

⁷ The land subject to the 2002 LUC consists of APNs 005-330-330 and 005-330-390.

⁸ The land subject to the 2010 LUC consists of APNs 005-330-280, 005-330-290, 005-330-300, and 005-330-310.

including impacts from truck trips such as greenhouse gas emissions, air toxicity, traffic, and circulation, have been evaluated in the Sections 4.3 (Air Quality), 4.8 (Greenhouse Gases), and 4.17 (Transportation) of this SCEA.

Additionally, vapor mitigation measures will be used to protect future Site users from soil gas, which could potentially enter the buildings and structures at locations where the structure overlays soil gas concentrations in excess of site-specific screening levels established by DTSC to be protective of human health. Such vapor mitigation measures may include, but are not limited to, vapor barriers, sub-slab venting or depressurization systems, or intrinsically safe designed foundations or structures. The foreseeable impacts from any vapor mitigation measures will be less than significant; the limited concentrations of VOCs released will either be vented from rooftop risers where it will quickly dissipate or will pass through filters, in the event that sub-slab depressurization is required.

In addition, institutional controls, including LUCs will be, will be put in place to protect future site users and the environment by ensuring the maintenance and efficacy of engineering controls and prohibiting land uses and activities that are not compatible with site mitigation activities.

The public airport nearest to the project site is San Francisco International Airport, which is located 5.4 miles to the south. There are no private airstrips located within 2 miles of the project site; however, the project site is within the boundaries of the Airport Influence Area (AIA) and would be subject to a determination of consistency from the Airport Land Use Commission to ensure that the proposed project is compatible with the Comprehensive Airport Land Use Compatibility Plan (CALUCP) for the Environs of San Francisco International Airport, dated July 2012 (Jacobs Consultancy Clarion Associates 2012), in accordance with Public Utility Code Section 21676.5(a). Additionally, the only school within 0.25 mile of the project site is Bayshore Elementary School, which is located approximately 320 feet north of the northernmost portion of the project site.

Federal regulations and regulations adopted by the BAAQMD apply to the identification and treatment of hazardous materials during demolition and construction activities. Failure to comply with the regulations respecting asbestos and dust control may result in a Notice of Violation being issued by the BAAQMD, civil penalties under state and/or federal law, and possible action by the EPA under federal law. Federal law covers a number of different activities involving asbestos, including demolition and renovation of structures (40 CFR § 61.145).

There are no wildlands located within the City. The California Department of Forestry and Fire Protection (CAL FIRE) evaluates fire hazard severity risks according to areas of responsibility (i.e., federal, state, and local). According to CAL FIRE, there are not any very high fire hazard severity zones within the Local Responsibility Area on or near proximity to the project site. Likewise, there are no moderate, high, or very high fire hazard severity zones in the State Responsibility Areas in the vicinity of the project site (CAL FIRE 2008).

4.9.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.7 of the General Plan EIR discusses impacts related to hazardous materials, emergency response, and aircraft hazards. The General Plan EIR identified potentially significant impacts related to hazards and hazardous materials. However, compliance with existing federal, state, and local laws, as well as policies contained in the General Plan would reduce potential impacts to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy SE-5.4: Utilize emergency evacuation routes as determined by the Police Department. The evacuation routes will follow the major roadways as set forth in the Circulation Element.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to hazards and hazardous materials discussed in Chapter 2.13 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 2.13-1: Routine Transport or Disposal of Hazardous Materials. The Plan Bay Area EIR determined future land use and transportation projects could increase the routine transport, use, storage, and disposal of hazardous wastes in the region. However, compliance with existing federal, state, and local regulations and oversight would effectively reduce potential impacts to a less than significant level. No mitigation measures were identified.

Impact 2.13-2: Accidental Release of Hazardous Materials into the Environment. The Plan Bay Area EIR determined future land use and transportation projects could increase the potential for unintentional upset and accident conditions. However, compliance with existing federal, state, and local regulations and oversight would effectively reduce potential impacts to a less than significant level. No mitigation measures were identified.

Impact 2.13-3: Emit or Handle Hazardous Materials Near Schools. The Plan Bay Area EIR determined all projects would comply with federal and state regulations that are designed to reduce the potential for the release of large quantities of hazardous materials and wastes into the environment to an acceptable level, and in particular to protect schools. Therefore, impacts would be less than significant. No mitigation measures were identified.

Impact 2.13-4: Hazardous Materials List Pursuant to California Government Code, Section 65962.5. The Plan Bay Area EIR determined that potential for encountering hazardous materials or wastes would be dependent on site-specific conditions. However, implementation of Mitigation Measure 2.13-4 would reduce impacts to a less than significant level (Refer to Impact HAZ-4 in Section 4.9.3, Project-Specific Analysis).

PBA EIR MM 2.13-4: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *If the project is located on or near a hazardous materials and/or waste site pursuant to Government Code Section 65962.5, or has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses, the project sponsor shall prepare a Phase I ESA in accordance with the American Society for Testing and Materials' E-1527-05 standard. For work requiring any demolition or renovation, the Phase I ESA shall make recommendations for any hazardous building materials survey work that shall be done. All recommendations included in a Phase I ESA prepared for a site shall be implemented. If a Phase I ESA indicates the presence or likely presence of contamination, the implementing agency shall require a Phase II ESA, and recommendations of the Phase II ESA shall be fully implemented.*

Impact 2.13-5 and 2.13-6: Airport Land Use Plan or Vicinity of a Private Airstrip. The Plan Bay Area EIR analyzed the potential impacts related to the safety hazard for people residing or working within 2 miles of a public airport or in the vicinity of private airstrip. The Plan Bay Area EIR determined compliance with existing federal, state, and local regulations would reduce potential impacts to a less than significant level, and no mitigation measures were identified.

Impact 2.13-7: Emergency Response or Evacuation Plan. The Plan Bay Area EIR analyzed the potential impacts related to interference with emergency response and evacuation plans and determined that the impact would be less than significant. No mitigation measures were identified.

Impact 2.13-8: Wildland Fires. The Pan Bay Area EIR analyzed the potential impacts related to wildland fires and determined that the impact would be less than significant. No mitigation measures were identified.

4.9.3 Project-Specific Analysis

Impact HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

AND

Impact HAZ-2 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?

Impact Analysis

The proposed project would involve demolition of existing structures and construction of a mixed-use development that would include residential units, parking spaces, a child-care facility, a community center, office space, a revised street system, and recreational facilities. Residential uses are not typically associated with the routine transport, use, or disposal of hazardous materials and do not present a reasonably foreseeable release of hazardous materials. Any hazardous materials associated with the residential uses would primarily consist of typical household cleaning products and fertilizers. These items would be used in small quantities and in accordance with label instructions, which are based on federal and/or state health and safety regulations. Therefore, operation of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the release of hazardous materials through reasonably foreseeable upset and accident conditions.

During construction, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used and transported to and from the site as needed. Accidental releases of small quantities of these substances could contaminate soils and degrade the quality of surface water and groundwater, resulting in a public safety hazard; however, contractors would be required to transport, store, and handle hazardous materials required for construction in a manner consistent with relevant regulations and guidelines, including California Health and Safety Codes and City ordinances. Regulatory requirements for the transport of hazardous wastes in California are specified in Title 22 of the California Code of Regulations, Division 4.5, Chapters 13 and 29. In accordance with these regulations, transport of hazardous materials must comply with the California Vehicle Code, California Highway Patrol regulations (contained in Title 13 of the California Code of Regulations); the California State Fire Marshal regulations (contained in Title 19 of the California Code of Regulations); Department of Transportation (DOT) regulations (Title 49 of the Code of Federal Regulations); and EPA regulations (contained in Title 40 of the Code of Federal Regulations). The use of hazardous materials is regulated by the DTSC (Title 22, Division 4.5 of the California Code of Regulations).

According to the Geotechnical Investigation, groundwater at the project site varies from 1 to 12 feet bgs, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). Project construction activities are anticipated to excavate the project site to 26 feet, and therefore may encounter groundwater. As discussed in Impact GEO-3, the proposed project would be required to

implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharged groundwater could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). As discussed further in Impact HAZ-4, the proposed project would also implement Mitigation Measure HAZ-1 to modify, amend, or rescind the 2002 LUC for the project site. Mitigation Measure HAZ-1 also requires implementation of an environmental response document, to be approved by the applicable regulatory agency, as well as compliance with a Soil Management Plan to address the movement of onsite contaminated soils and groundwater. Therefore, construction of the proposed project would result in a less than significant impact related to the routine transport, use, disposal, or accidental release of hazardous materials with implementation of Mitigation Measures GEO-2 and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HAZ-1 are required.

MM HAZ-1 Modification, Amendment, or Rescindment of Deed Restriction and Consultation with an Applicable Regulatory Agency and Development of a Worker Environmental Protection Program (WEAP). As a condition of approval of the proposed project, the Applicant shall consult with DTSC regarding the Existing LUCs on the site. A modification, amendment, or rescindment to one or more of the Existing LUCs will be required for the site since the 2002 LUC does not allow for residential development on the Bayshore Park portion of the site. The Applicant will enter into an agreement with the applicable regulatory agency on the appropriate actions to take regarding the potentially contaminated soils on the project site. As a condition of the agreement, an environmental response document will be required for the proposed project, which will include but is not limited to:

- Testing of soils and groundwater prior to the start of construction to identify contaminated soils and/or groundwater in the area;
- Removal and disposal of any contaminated soils or groundwater;
- Removal of any hazardous building materials in existing structures prior to demolition (e.g., asbestos, tile, lead-based paint, mercury switches and light fixtures, light fixtures with PCB transformers and ballast transformers);
- Capping of any soil that will not be covered by structural improvements (i.e., landscaped areas or exposed soils in the park area);
- Implementation of an SMP for the site;
- Approval and implementation of a Worker Environmental Protection Program; and
- Procedures to be followed in the event of discovery of unknown environmental conditions which may exist at the Site, such as subsurface structures, underground tanks and piping.

Consultation with the applicable regulatory agency and implementation of the environmental response document will include the general steps that will be taken to remediate the project site and reduce potential impacts to human health and the environment from the potentially contaminated soil and groundwater in the area.

Additionally, development and participation in a Worker Environmental Protection Program shall be required to ensure that all construction workers onsite are appropriately trained on the conditions of the site soils and the potentially hazardous conditions of these soils. The Applicant and the contractor are responsible for ensuring that all onsite personnel attend the WEAP presentation, receive a summary handout, and sign a training attendance acknowledgement form to indicate that the contents of the program are understood and to provide proof of attendance. Each participant of the WEAP presentation shall be responsible for maintaining their copy of the WEAP reference materials and making sure other onsite personnel are complying with the recommended precautions. The contractor shall keep the sign in sheet onsite and submit copies of the WEAP sign-in sheet to the Applicant's project manager who shall keep it on file at their offices.

A building permit cannot be issued, and thus, the proposed project cannot begin construction, until the 2002 LUC is either modified, amended, or rescinded.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Impact Analysis

The project site is adjacent to Bayshore Elementary School, which is located approximately 320 feet north of the project site. As explained in Impact HAZ-1 and Impact HAZ-2, the proposed project would not involve the use of significant quantities of hazardous materials, however construction of the proposed project has the potential to result in emissions of TACs/hazardous air pollutants in the form of DPM emissions from the operation of diesel-fueled internal combustion engines. Additionally, other potentially hazardous materials present within soils could be disturbed during construction activities and could become airborne and adversely affect nearby schools. Mitigation Measure AIR-1 (PBA EIR MM 2.2-2), would be required during construction to reduce construction-related dust and the potential for hazardous airborne particles to be released. Mitigation Measure AIR-1 (PBA EIR MM 2.2-2) would include specific instruction for handling construction equipment, such as limiting idling times, which would limit the amount of TACs released into the air near Bayshore Elementary School and the onsite daycare facility. Other emission reducing requirements would be included in Mitigation Measure AIR-1 (Mitigation Measure EIR MM 2.2-2), which could include the use of late model engines, low-emission diesel products, alternative fuels, and other options as they become available.

Hazardous materials used during construction would be typical of common construction activities and are discussed in Impact HAZ-1 and Impact HAZ-2 above. They would be handled by the contractor in accordance with applicable federal, state, and local regulations for hazardous substances as well as the requirements of Mitigation Measure HAZ-1. Additionally, the amount of these materials needed for onsite equipment maintenance would not be enough to cause a significant hazard to the public, or the nearby school, if released, since the quantity of these hazardous materials onsite at any one given time would only amount to a refueling truck and the construction equipment.

Further, PRC Section 21151.4 requires that projects located within 0.25 mile of a school that might reasonably be anticipated to emit hazardous air emissions or that would handle an extremely hazardous substance or a mixture containing extremely hazardous substances (in a quantity equal to or greater than the state threshold quantity specified pursuant to subdivision (j) of Section 25532 of the Health and Safety Code), would either need to consult with the school or give written notification to the school. The Applicant would comply with PRC Section 21151.4 and would notify the appropriate personnel at Bayshore Elementary School if construction activities would require work with hazardous materials or emissions within 0.25 mile of the school as well as by following applicable rules and regulations governing transport and use of hazardous materials as discussed herein. Therefore, the construction of the proposed project would have a less than significant impact to schools and would be in compliance with PRC Section 21151.4.

Therefore, the overall impact related to hazardous emissions within 0.25 mile of Bayshore School and the onsite daycare would be less than significant with Mitigation Measures AIR-1 (PBA EIR MM 2.2-2) and HAZ-1 incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures AIR-1 (PBA EIR MM 2.2-2) and HAZ-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact Analysis

As stated in Section 4.9.1, Environmental Setting, the project site is located on two identified hazardous cleanup sites, pursuant to California Government Code, Section 65962.5, associated with the current Midway Village area and Bayshore Park (DTSC 2019a). Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4) requires that a Phase I ESA be completed for any project that has the potential for residual hazardous materials and/or waste as a result of location and/or prior uses. A Phase I ESA was completed for the project area on April 14, 2017 (SCS Engineers 2017). The Phase I ESA discusses the listed sites and concludes that site development activities would be required to comply with the Existing LUCs. As such Mitigation Measure HAZ-1 would be required to either modify (amend) or lift (rescind) the 2002 LUC as well as require the development and participation in a Worker Environmental Protection Program (WEAP), to educate and inform construction workers of the potential hazards present of the project site. Implementation of Mitigation Measures HAZ-1 and HAZ-2 (PBA EIR MM 2.13.4) would ensure that the existing Cortese-listed site within the project area would not create a significant hazard to the public or future residents on the site during construction and operation of the proposed project. All potentially contaminated soils would be remediated to a level protective of human health and the environment and thus would not result in a significant impact to the public. The impact would be less than significant with Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4).

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2 (PBA EIR MM 2.13-4).

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Impact Analysis

The project site is located within the boundaries of the AIA of the San Francisco International Airport and would be subject to a determination of consistency from the airport land use commission to ensure that the proposed project is compatible with the CALUCP in accordance with Public Utilities Code Section 21676.5(a). The proposed project is not located in the "Outer Boundary of the Safety Field" or the "Noise Contour Zone," both of which could influence the project design. Under state law, local governments may submit development proposals to the airport land use commission for non-binding advisory review. The CALUCP encourages local governments to submit the following types of development proposals within Area B of the AIA to the airport land use commission for advisory review if the proposed project includes the following:

- Commercial or mixed-use development of more than 100,000 sf of gross building area;
- Residential or mixed-use development that includes more than 50 dwelling units;
- Public or private schools;
- Hospitals or other inpatient medical care facilities;
- Libraries; and
- Places of public assembly.

As discussed in Section 2, Project Description, the proposed project includes 555 dwelling units; however, review of the airport land use commission is only required for entitlements that require a policy change (e.g., General Plan amendment, rezoning, etc.). A General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment and is therefore still consistent with the General Plan. Therefore, given that the proposed project is consistent with the General Plan and the airport land use commission has found the General Plan consistent with the CALUCP, any potential incompatibility impacts resulting in safety hazards for individuals residing or working in the project area would be considered a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact Analysis

The proposed project would not alter the existing street system besides minor improvements to the streets within the

existing Midway Village area, and the limited construction activities associated with the proposed project improvements would not result in temporary blockage of any roadways. As a result, the proposed project would not impair implementation of or physically interfere with any emergency response or evacuation plan, and a less than significant impact would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Impact Analysis

The primary threat related to wildland fire is due to open grasslands abutting residential developments. The project site is surrounded by urban development on all sides with predominantly impervious surfaces. As such, the proposed project is not located near any open grassland. With implementation of the proposed project, the site would remain a developed area constructed with predominantly impervious surfaces. Further, the proposed project is not located in a State Responsibility Areas (SRA) or a very high fire hazard severity zone as documented by the California Department of Forestry and Fire protection (CAL FIRE) (CAL FIRE 2008). Additionally, the proposed project would be required to comply with all applicable fire safety standards set forth by the City regarding fire protection during construction including placement of new fire hydrants within the site; therefore, the proposed project would have no impact with respect to exposing people or structures to the risk of loss, injury, or death involving wildland fires.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

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4.10 HYDROLOGY AND WATER QUALITY

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

4.10.1 Environmental Setting

Climate and Precipitation

The City's climate is moderated by the cooling influence of the Pacific Ocean. Precipitation in the Bay Area typically occurs from October to April. Coastal fog during the summer months and relatively mild winter temperatures produce mean monthly minimum temperatures between 39°F and 54°F and mean monthly maximum temperatures between 60°F and 67°F.

Topography

The project site sits on a slightly sloping hillside with the highest elevation at the south side of the project site and the lowest elevation at the north side of the project site. Elevation of the site ranges from approximately 8 feet above mean sea level (amsl) at the property line between the PG&E property and the Midway Village property (northern end) to approximately 100 feet amsl at the southern end of the project site along Martin Street.

Watershed and Regional Drainage

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

The project site lies on the border of the Vista Grande and Colma Creek watersheds. While the project site lies within the Vista Grande Watershed, it appears that site drainage would flow south down to Bayshore Boulevard into the Colma Creek watershed, which drains east into the San Francisco Bay (City of Daly City 2013).

Local Drainage

The project site is located within the Bayshore planning area and is served by the City's storm drain system, maintained by the Daly City Public Works Department. Existing stormwater on the site primarily runs offsite from south to north into the storm drain system.

Groundwater Supply

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

Geologically, the Islais Valley basin can be broadly classified as bedrock and unconsolidated sediment. Impermeable bedrock of the Franciscan Complex forms the base of the water-bearing formations. Unconsolidated material overlying the bedrock comprises the water bearing strata and consists of dune sand, the Colma Formation, bay mud and clay, and artificial fill. The Colma Formation consists of fine-grained sand, silty sand, and discontinuous beds of clay to 5 feet thick. The artificial fill is largely composed of dune sand with lesser amounts of silt and clay, and some manmade debris (Schlocker 1974). It reaches a maximum total thickness of about 60 feet. The unconsolidated material in aggregate has a maximum thickness of 200 feet, indicating a relatively low storage capacity for groundwater and minimal protection from potential surface contamination. No municipal water supply wells are located in the Islais Valley basin (USGS 1993, DWR 2004a).

The majority of the City lies within the South Westside Groundwater Basin (SWB); however, the project site lies within the Visitacion Valley Groundwater Basin (VVB). The 9-square-mile VVB is roughly triangular shaped and underlies the City and the San Bruno Mountains. Beneath the City, the groundwater basin (from lower to upper strata) consists

of Franciscan Bedrock, Older Merced Formation, Upper Merced Formation, and Colma Formation overlain by clay and sand (DWR 2004b).

Pursuant to Water Code Section 10723.8, SFPUC recently notified the California Department of Water Resources (DWR) of its intent to undertake sustainable groundwater management of the seven groundwater basins that underlie the City and County of San Francisco, among them the Islais Valley (DWR Basin No 2-33 – the northern portion within the City, the Westside DWR Basin No. 2-35, and the Visitacion Valley DWR Basin 2-32). All of the basins are classified by DWR as very low priority basins under the Sustainable Groundwater Management Act. A public hearing held in accordance with Water Code Section 10723(b) on March 10, 2015, established the SFPUC as the Groundwater Sustainability Agency (GSA) for the seven groundwater basins within the City and County of San Francisco (SFPUC 2015). The composition of the GSA for the South Westside Basin has not yet been determined. Upon establishment of a GSA for the VVB, the SFPUC will enter into coordination agreements, as defined in Water Code Section 10721(d), with the individual agencies and water providers to ensure the coordinated implementation of Groundwater Sustainability Plans for the entire Visitacion Basin. The agreements will be consistent with the Regional Groundwater Storage and Recovery Project Operating Agreement among the SFPUC, California Water Service Company, and the cities of San Bruno and Daly City (SFPUC 2015).

Water Quality

The project site is located within the Vista Grande watershed near the Colma Creek watershed. Stormwater runoff from the project site would discharge into the City's storm drain system, which would eventually connect to Colma Creek and terminate in the San Francisco Bay.

State policy for water quality control in California is directed toward achieving the highest water quality consistent with maximum benefit to the people of the state. Aquatic ecosystems and underground aquifers provide many different benefits to the people of the state. The SWRCB is charged with protecting all these uses from pollution and nuisance that may occur as a result of waste discharges in the region. Beneficial uses of surface waters, groundwaters, marshes, and wetlands serve as a basis for establishing water quality objectives and discharge prohibitions to attain these goals.

In accordance with Section 303 (d) of the Clean Water Act, the state must present the EPA with a list of impaired water bodies that do not meet water quality standards. Once a water body has been placed on the 303(d) list of impaired waters, States are required to develop a total maximum daily load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet the water quality standards. The City is located in Regional Board Region 2 – San Francisco Bay Region. The beneficial uses of the surface water bodies in the City to which stormwater from the project site would discharge have been designated in the RWQCB Basin Plan.

Flooding

Flood hazard zones are areas subject to flood hazards that are identified on an official Flood Insurance Rate Map (FIRM) issued by the Federal Emergency Management Agency (FEMA). Flooding can be earthquake induced or the result of intense rainfall. Areas within a 100-year floodplain have a 1% probability of flooding in a given year. FEMA has designated the City as a Non-Special Flood Hazard Area (NSFHA), defined as an area that is in a moderate to low risk flood zone. An NSFHA is not in any immediate danger from flooding caused by overflowing rivers or hard rains (FEMA 2019).

According to FIRM Map. No. 06081C0035F, the project site is not within a 100-year or 500-year flood zone (FEMA 2019).

The California Office of Emergency Services (CalOES) has compiled dam inundation maps for the San Francisco Bay Area. A review of these maps indicate that the project site is not located within a dam inundation area (CalOES 2019).

A tsunami is a large tidal wave generated by an earthquake, landslide, or volcanic eruption. Tsunami inundation maps have also been developed for the San Francisco Bay Area. The project site is more than 4 miles from the Pacific Ocean at an elevation of 8 feet amsl at its lowest point and is not within the mapped tsunami inundation area (State of California 2009).

Seiches are waves that oscillate in enclosed water bodies, such as reservoirs, lakes, ponds, swimming pools, or semi enclosed bodies of water, such as San Francisco Bay. Because the project site is far from San Francisco Bay (more than 4 miles), it would not be subject to seiches.

The site is also outside of the influence of sea level rise, as shown on the National Oceanic and Atmospheric Administration sea level rise map. It is not subject to dike/levee failures (NOAA 2019).

4.10.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.8 of the General Plan EIR discusses potential impacts related to hydrology and water quality. Future development projects would conform to all regulatory requirements, and therefore would not violate any water quality standard or waste discharge requirement. Future development projects would also be required to comply with the Municipal Regional Stormwater NPDES Permit and the Statewide NPDES General Permit to reduce impacts from stormwater runoff and non-point pollutants. As such, adherence to existing regulations and General Plan policies would ensure that impacts related to hydrology and water quality are less than significant.

The following General Plan policies are applicable to the proposed project:

- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable Municipal Regional Stormwater Permit by incorporating controls that reduce water quality impacts over the life of the project in ways that are both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.
- Policy SE-2.3:** Continue to require the habitable portions of new structures to have a finished flood elevation 1.5 feet above the projected 100-year water surface or to be adequately protected from flooding.
- Policy SE-2.4:** Prohibit any reduction of creek channel capacity, impoundment or diversion of creek channel flows which would adversely affect adjacent properties or the degree of flooding. Prevent erosion of creek banks.
- Policy SE-2.5:** Protect new development adjacent to creeks by requiring adequate building setbacks from creek banks and provision of access easements for creek maintenance purposes.

Plan Bay Area EIR Summary

Chapter 2.8 of the Plan Bay Area EIR discusses potential impacts on water resources. The Plan Bay Area EIR determined that future land use and development projects could adversely affect water quality, groundwater recharge, and drainage patterns and expose people to a significant risk of loss, injury, or death from flooding, seiche, tsunami, or mudflows. However, compliance with existing federal, state, and local regulations would ensure impacts are less than significant. No mitigation measures were identified.

4.10.3 Project-Specific Analysis

Impact HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Impact Analysis

Construction

Construction activities and refueling and parking of construction equipment onsite during could result in the degradation of water quality if sediment, oil and greases, solvents, paints, and other chemicals were released into to nearby water bodies or storm drain system. Additionally, excavation and other soil-disturbing activities associated with the proposed project could potentially affect water quality as a result of movement of soil or sediment erosion from the contaminated soils on the project site (see section 4.9, Hazards and Hazardous Materials, for more detail). If movement of these soils occurs, this could potentially run into surface waters, thus resulting in contamination in runoff.

To minimize these potential impacts, the proposed project would be required to comply with the NPDES General Construction Permit (GCP) as well as prepare a Stormwater Pollution Prevention Plan (SWPPP) that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. This would be further required by Mitigation Measure HYD-1, Prepare and Implement a SWPPP. The SWRCB mandates that projects that disturb 1 or more acres must obtain coverage under the Statewide GCP. Since the proposed project would involve development of 15 acres, it would be subject to these requirements. The GCP also requires that prior to the start of construction activities, the Applicant must file permit registration documents with the SWRCB, which includes a Notice of Intent, risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations.

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

The City is under the jurisdiction of the San Francisco RWQCB (Region 2) and is subject to the Waste Discharge Requirements of the Municipal Regional Stormwater Permit. Per the Municipal Regional Stormwater Permit, implementation of the following construction BMPs are also required (RWQCB 2015):

- Control and prevent discharge of all potential pollutants, including pavement cutting wastes, paints, concrete, petroleum products, chemicals, wash water or sediments, rinse water from architectural copper, and non-stormwater discharges, to storm drains and watercourses.

- Store, handle, and dispose of construction materials and wastes properly to prevent contact with stormwater.
- Do not clean, fuel, or maintain vehicles onsite, except in a designated area where wash water is contained and treated.
- Train and provide instruction to all employees and subcontractors regarding the construction BMPs.
- Protect all storm drain inlets in the vicinity of the site using sediment controls such as berms, fiber rolls, or filters.
- Limit construction access routes and stabilize designated access points.
- Attach the San Mateo Countywide Water Pollution Prevention Program's construction BMP plan sheet to project plans and require contractors to implement the applicable BMPs on the plan sheet.
- Use temporary erosion controls to stabilize all denuded areas until permanent erosion controls are established.
- Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers.
- Perform clearing and earth moving activities only during dry weather.
- Use sediment controls or filtration to remove sediment when dewatering and obtain all necessary permits.
- Trap sediment onsite using BMPs such as sediment basins or traps, earthen dikes or berms, silt fences, check dams, soil blankets or mats, covers for soil stockpiles, etc.
- Divert onsite runoff around exposed areas; divert offsite runoff around the site (e.g., swales and dikes).
- Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.
- Provide notes, specifications, or attachments describing the following:
 - Construction, operation, and maintenance of erosion and sediment control measures, including inspection frequency.
 - Methods and schedule for grading, excavation, filling, clearing of vegetation, and storage and disposal of excavated or cleared material.
 - Specifications for vegetative cover and mulch, including methods and schedules for planting and fertilization.
 - Provisions for temporary and/or permanent irrigation.

The Applicant or chosen contractor would prepare a SWPPP that addresses these and other structural and non-structural BMPs that would be implemented at the site.

In addition, the City reviews individual projects for stormwater conformance with applicable laws, policies, and guidelines and has the authority to inspect and conduct sampling at properties to ensure that the provisions of the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code) are implemented. With development and implementation of the BMPs in the Erosion and Sediment Control Plan and the SWPPP and

compliance with City, county, and state stormwater regulations, the construction impacts to water quality would be less than significant.

Operation

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

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

The threshold for requiring stormwater treatment includes any earthwork that would be greater or equal to 2,500 sf. Since the proposed project would require greater than 2,500 sf of earthwork, adherence to the C.3 provisions of the NPDES permit apply, and various prescribed measures must be incorporated into the project design.

The proposed project would incorporate site design measures, source control measures, and stormwater treatment control measures to minimize potential water quality impacts as follows:

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

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

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

MM HYD-1 Prepare and Implement a SWPPP. The Applicant (or its contractor) shall obtain coverage for the proposed project under the Construction General Permit (Order No. 2009-009-DWQ, as amended by 2010-0014-DWQ and 20152-006-DWQ). Per the requirements of the California State Water Resources Control Board, the Applicant, or its contractor, shall prepare a SWPPP to reduce the potential for water pollution and sedimentation from proposed project activities. The SWPPP will address site runoff, assuring that project runoff will not affect or alter the drainage patterns on the site. The SWPPP shall comply with the City's Grading, Erosion, and Sediment Control Ordinance, as specified in the Chapter 15.62 in the Municipal Code, as well as the Waste Discharge Requirements of the Municipal Regional Stormwater Permit.

Level of Significance After Mitigation

Less Than Significant With Mitigation.

Impact HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Impact Analysis

New construction could result in impacts related to groundwater if areas currently available for the infiltration of rainfall runoff are reduced and permeable areas are replaced by impermeable surfaces. The project site currently includes 374,980 sf of impervious surface, including the Midway Village area and 20,875 sf of impervious surface at Bayshore Park. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area and the redeveloped Bayshore Park).

Build-out of the proposed project would lead to an increased demand for water. The project site is located within the Islais Valley groundwater basin but draws water from the South Westside Groundwater Basin. The City obtains approximately 45 percent of its water supply from local groundwater wells. Although the South Westside Basin is not a formally adjudicated basin, the cities of San Bruno and Daly City and the California Water Service Company have established pumping limitations with implementation of the Groundwater Storage and Recovery Agreement, which was formally executed on December 16, 2014. The City has agreed to self-limit groundwater pumping to 3.43 million gallons per day (UWMP 2015).

Implementation of the proposed project would include features with permeable pavers that would retain and treat runoff. Planters throughout the project site would be used as flow-through planters to treat and discharge runoff before entering the City's stormwater system. Additionally, the following design measures would be implemented: direct runoff onto vegetated areas, permeable pavers at the courtyards to minimize and treat runoff from the project site, direct runoff to curbed planters through roof drains, pervious vehicular turf block, direct runoff into bioretention areas, direct runoff into flow through planters, and non-pervious pavement. The Bayshore Park site would be relocated within the project site, graded, and prepped to allow for adequate stormwater drainage from the site, and stormwater design features would be incorporated into the final park design to maintain this drainage in its new location. In addition, the City does not plan to increase its long-term groundwater pumping above existing levels, and the Westside Groundwater Basin is not in critical condition from overdraft (UWMP 2015). Therefore, the proposed project would have a less than significant impact on groundwater supply. Because the proposed project would incorporate these design features to direct stormwater flows and because the groundwater basin is not in overdraft conditions, operation of the proposed project would not substantially impede groundwater recharge.

Project construction activities would excavate the project site up to 26 feet. According to the Geotechnical Investigation, groundwater varies from 1 to 12 feet below ground surface (bgs) at the project site, but for design purposes it is recommended to assume groundwater may be encountered at about 4 bgs (Rockridge Geotechnical 2020). In the event that construction activities such as excavation and trenching encounter shallow groundwater, common practices employed to facilitate construction include either dewatering the excavation or shoring the sides of the excavation to reduce groundwater inflow.

If dewatering is used, the Applicant would be required to comply with the San Francisco Bay Area RWQCB construction dewatering permit requirements. Discharge of non-stormwater from an excavation that contains sediments or other pollutants to sanitary sewer, storm drain systems, creek bed (even if dry), or receiving waters without treatment is prohibited. Discharge of uncontaminated groundwater from dewatering is a conditionally exempted discharge by the San Francisco RWQCB. However, the removed water could potentially be contaminated due to the presence of contaminated soils onsite, from construction equipment, or sediments from excavation. Discharge of water resulting from dewatering operations would require an NPDES Permit, or a waiver (exemption) from the San Francisco RWQCB, which would establish discharge limitations for specific chemicals (if they occur in the dewatering flows). Additionally, discharged groundwater would be disposed of in accordance with Mitigation Measure HAZ-1, which requires the proposed project to prepare a Remediation Action Workplan to address onsite contaminated soils and groundwater (refer to Section 4.9, Hazards and Hazardous Materials for further discussion).

The proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. Therefore, construction of the proposed project would result in a less than significant impact to groundwater recharge with implementation of Mitigation Measures GEO-2 and HAZ-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HAZ-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner which would:

- i) Result in substantial erosion or siltation on- or off-site;**
 - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or offsite;**
 - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or**
-
- iv) Impede or redirect flood flows?**
-

Impact Analysis

The proposed project would involve site improvements that would require grading and soil exposure during construction. If not controlled, the transport of these materials into local waterways could temporarily increase suspended sediment concentrations. To minimize this impact, the proposed project would be required to comply with all of the requirements in the State GCP, including preparation of permit registration documents and submittal of a SWPPP (as required through Mitigation Measure HYD-1) to the SWRCB prior to the start of construction activities. Specific construction and operational BMPs and design measures are outlined under Impact HYD-1, above. The proposed project would include 456,595 sf of new impervious surface (including both the redeveloped Midway Village area and the redeveloped Bayshore Park). This increase in impervious surface at the project site would increase the amount of stormwater runoff and/or potential flooding from the project site. The proposed project would also include areas consisting of landscaping and bioswales along the project site boundary that would allow for controlled capture and absorption of some surface flows in the area. In particular, stormwater at the project site would be diverted to the landscaped areas and bioswales, which would control the volume of stormwater at the project site to reduce the potential for flooding.

The project will require relocation of portions of the City's stormwater drainage system due to the placement of new structures. Any relocations would be required to be designed to accommodate a 100-year storm within the relocated sections to ensure that such relocations do not alter the City system's capacity.

As described, construction activities and refueling and parking of construction equipment onsite during could result in the degradation of water quality if sediment, oil and greases, solvents, paints, and other chemicals were released into to nearby water bodies or storm drain system. However, the proposed project would be required to comply with the City's Storm Water Management and Discharge Control Ordinance (Title 14 of the Municipal Code).

In addition to the above requirements for the construction of the whole proposed project, the proposed project would also be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition during each phase of construction. Due to phased construction for the proposed project, each phase alone has some potential to increase the rate or amount of surface runoff which may result in flooding or contribute runoff water which would exceed the capacity of existing stormwater drainage systems. In order to prevent this, each phase of construction would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition both overall and upon completion of each individual phase. The SWPPP, which is required through Mitigation Measure HYD-1, would be implemented throughout construction activities,

including during each phase of construction, and therefore the proposed project would meet the City's requirements to limit stormwater discharge volumes and runoff rates.

Additionally, the project site is not located on a FEMA flood zone and therefore would not impede or redirect flood flows. Therefore, with implementation Mitigation Measure HYD-1, as well as adherence to General Plan policies, impacts associated with the alteration of the drainage pattern of the project site would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HYD-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Impact Analysis

The project site is located over four miles from the Pacific Ocean, at an elevation of 8 feet amsl at its lowest point. Tsunamis typically affect coastlines and areas up to 0.25 mile inland. Due to the project site's distance from the coast, potential impacts related to a tsunami are minimal. Additionally, the project site is not susceptible to impacts resulting from a seiche because of its distance from any enclosed bodies of water. The nearest enclosed body of water to the project site is the San Francisco Bay, which is located approximately 1.2 miles east of the project site. Because the project site is located on relatively high ground from the surrounding area, and proposed project engineering design features would address any slope stability issue onsite, mudflows would not pose an issue. Therefore, a less than significant impact would occur related to inundation by seiche, tsunami, or mudflow.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact Analysis

The majority of the City lies within the South Westside Groundwater Basin (SWB); however, the project site within the Visitation Valley Groundwater Basin (VVB). DWR classifies the VVB as a very low priority basin under the Sustainable Groundwater Act. As described, the composition of the GSA for the South Westside Basin has not yet been determined. Upon establishment of a GSA for the VVB, the SFPUC will enter into coordination agreements, as defined in Water Code Section 10721(d), with the individual agencies and water providers to ensure the coordinated implementation of Groundwater Sustainability Plans for the entire Visitation Basin. The agreements will be consistent with the Regional Groundwater Storage and Recovery Project Operating Agreement among the SFPUC, California

Water Service Company, and the cities of San Bruno and Daly City (SFPUC 2015). Therefore, the proposed project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

The proposed project is required to comply with the policies and objectives of the Water Quality Control Plan for the San Francisco RWQCB. As discussed, the proposed project would be required to implement Mitigation Measure HYD-1 and obtain coverage under the NPDES Construction General Permit requiring preparation of a SWPPP. The SWPPP would be implemented during construction and would incorporate BMPs that meet the requirements of the RWQCB's Water Quality Control Plan to reduce potential impacts to water quality. In the event that construction activities such as excavation and trenching encounter shallow groundwater, the proposed project would also implement Mitigation Measure GEO-2 and prepare a dewatering plan in accordance with the requirements of the San Francisco RWQCB. The dewatering plan would detail the location of dewatering activities, equipment, and discharge point in accordance with the requirements of the RWQCB. The dewatering plan would be submitted to the City for review and approval. Therefore, the proposed project would not conflict with or obstruct implementation of the Water Quality Control Plan for the RWQCB and impacts would be less than significant with implementation of Mitigation Measure HYD-1.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measures GEO-2 and HYD-1 are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

4.11 LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.11.1 Environmental Setting

The project site is located in the Bayshore neighborhood, which is referred to as Planning Area 13 in the General Plan, located north of Guadalupe Canyon Parkway and west of Bayshore Boulevard. According to the General Plan, the Bayshore neighborhood primarily contains detached single-family residential homes and low-intensity industrial areas. Existing densities in the area range from a low of 2 to 14.5 du/ac to a very high density of over 50 du/ac. John McLaren Park is located approximately 0.7 mile north of the project site, Bayshore Park is located directly within the project site, and other small community parks are scattered throughout the neighborhood.

According to the General Plan, land use planning challenges within the Bayshore neighborhood include aging sewer and water lines, lack of pedestrian and roadway infrastructure, and lack of easily developable land. Opportunities in this neighborhood include the revitalization of commercial areas, infill single-family, retail office development, and park and open space development (City of Daly City 2013). The project site is approximately 15 acres and comprises 39 San Mateo County APNs, as outlined in Section 2, Project Description. The General Plan designates 37 parcels as High Density Residential (R-HD) and 2 parcels as Public Park (PP). All of the 39 parcels are zoned as a Multiple Family Residential District (R-3).

The project site is currently occupied by existing residents and is bordered on all sides by a mix of residential, commercial, and industrial use. The project site is surrounded by the following land uses:

- North and East: A PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area.
- South: A Toll Brothers site (i.e., an in-progress home construction site operated by the Toll Brothers construction company) that is currently a graded, undeveloped area.
- West: Mixed single- and multi-family residences.

4.11.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.9 of the General Plan EIR discusses potential impacts related to land use. The General Plan EIR determined that implementation of the General Plan would not physically divide an established community and would not conflict with existing local plans and zoning ordinances. Impacts would be less than significant.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to land use and planning discussed in Chapter 2.3 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 2.3-2: Physically Divide Established Community. The Plan Bay Area EIR determined that implementation of the projected land use growth would create more centralized development and would not physically divide established communities. However, transportation projects could result in potential division from placement of structures. The Plan Bay Area EIR identified Mitigation Measure 2.3-2 to reduce impacts from transportation projects to a less than significant level. The proposed project would not be characterized as a transportation project; therefore, this mitigation measure is not applicable.

Impact 2.3-3: Conflict with Applicable Land Use Plans, Policies, or Regulations. The Plan Bay Area EIR determined that future development and/or transportation projects could conflict with existing long-range plans. However, projects would be required to demonstrate consistency with relevant plans to obtain permits and otherwise meet agency requirements. Therefore, this impact is less than significant, and no mitigation measures were identified.

4.11.3 Project-Specific Analysis

Impact LU-1 Physically divide an established community?

Impact Analysis

The project site is currently developed with 150 residential units, 223 parking spaces, a child-care facility (Bayshore Child-Care Center), open space, an existing street system, and office space for HACSM. Additionally, an existing park, Bayshore Park, is currently located directly north and east of the Midway Village area. The proposed project would involve redevelopment of the Midway Village area and would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. Additionally, Bayshore Park would be relocated and returned to the City to be redeveloped as part of the proposed project.

During construction, the proposed project would cause temporary disturbance to the established community and residents within the Midway Village area. This temporary disturbance would include relocation of residents and the child-care facility to a different location within the project site, as described in Section 2, Project Description. In addition, Bayshore Park would be relocated to a different section of the project site. The area would continue to operate as a residential area with child-care and park facilities onsite once construction is complete. Therefore, the proposed project would not physically divide an established community, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact Analysis

Table 4.11-1 provides a consistency analysis for applicable land use plans, policies, and regulations with jurisdiction over the proposed project. Applicable regulations are as follows:

- Daly City General Plan
- Daly City Municipal Code

Table 4.11-1: Applicable Plan and Policy Consistency Analysis

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Policy LU-1:	Maintain and, where possible, encourage larger commercial development sites throughout the City.	Consistent. This site is an existing residential site and does not include uses for large commercial operations. The proposed project would not change the existing land use of the site.
Policy LU-2:	Continue to allow neighborhood-serving businesses in neighborhoods where such businesses presently exist and where such continued operation does not impact the quality of life within the neighborhood.	Consistent. The proposed project would not affect the operation of any existing businesses and would improve quality of life within the neighborhood by providing additional commercial opportunities for new business and affordable housing.
Policy LU-4:	Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations in close proximity to public transit.	Consistent. The proposed project represents higher-density mixed-use development is within 2.2 mile of the Balboa BART Station, within 0.30 mile of a MUNI bus stop and surrounding businesses.
Policy LU-7:	Recognize the physical differences between different parts of the City and regulate land uses within these areas accordingly (same as Policy RME-20).	Consistent. The proposed project would comply with local regulations, such as design review, to ensure consistency between design and surrounding land uses.
Policy LU-9:	Ensure that traffic from commercial development does not significantly increase traffic on residential streets.	Consistent. The proposed project would generate minimal vehicle trips associated with the 5,100 sf of community center/office space. The project site is within 2.2 mile of the Balboa BART Station and 0.30 mile of a MUNI bus stop and surrounding businesses.
Policy LU-16:	Regulate of the size, quantity, and location of signs to maintain and enhance the visual appearance of the City.	Consistent. The proposed project would include the addition of new signs for both the residential and commercial components; however, the proposed project would comply with all local ordinances and regulations governing sign regulations and design guidelines.

Policy/Goal Number	Policy/Goal	Determination of Plan Consistency
Policy LU-17:	Ensure that private development is responsible for providing any on- or off-site improvements related to and/or mitigating the impacts it causes.	Consistent. The proposed project would comply with applicable fees and/or mitigation measures to reduce potential impacts identified in this SCEA.
Policy LU-18:	Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.	Consistent. The proposed project is suitably scaled for the subject parcel and all reasonable measures would be taken to identify and address potentially significant effects.

Notes:

BART = Bay Area Rapid Transit

City = City of Daly City

SCEA = Sustainable Communities Environmental Assessment

sf = square feet

The proposed project is consistent with all applicable land use policies as set forth by the General Plan, per the policy consistency analysis above. The proposed project includes different land use designations (R-HD and PP) and would include a transfer of these two land use designations from one portion of the project site to another, within the entirety of the site. As such, a General Plan amendment has been requested to relocate the location of the park on the project site. The current Bayshore Park area is proposed as a housing development, while the area that is proposed to have the new Bayshore Park is now designated as residential. These designations must be switched under a General Plan amendment, and therefore would still be consistent under the General Plan.

The proposed project is located within the R-3 zoning designation, which has a maximum density of 87.7 dwelling units per acre. R-3 zoning allows for 1 unit per 500 square feet of lot size (Municipal Code Section 17.12.010), which amounts to 1,023 units of housing for the 11.75 acres of the proposed residential land. Accordingly, the proposed 555 units would be consistent with this requirement.

According to the City Zoning Code Section 17.47.080, the developer may submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code §65915 that states: "When an applicant seeks a density bonus for a housing development within...the jurisdiction of a city...that local government shall provide the applicant incentives or concessions for the production of housing units...as prescribed in this section." The City shall grant the density bonus and incentives or concessions when the applicant for the housing development seeks and agrees to construct, among other categories. Per subsection (g)(1) of §65915, "density bonus" means a density increase of at least 20 percent, with a maximum of 35 percent. Accordingly, the following waivers are requested for the proposed project:

Multifamily Rental Units:

- The maximum height required for the site be raised from 36 feet to 60 feet to accommodate the four-story buildings onsite.
- The front setback under R-3 zoning be reduced to zero, however generally the proposed buildings would have a 5-foot setback from adjacent parcels.

Townhome Units:

- Minimum lots would be lowered from 3,000 square feet to 1,100 square feet per unit.
- The front yard setback would be lowered from 15 feet to 8 feet.
- The minimum lot width would be lowered from 33 feet to 20 feet.
- The maximum lot coverage would be raised from 50 percent to 70 percent.
- The maximum height would be raised from 30 feet to 55 feet.

In summary, the proposed project would not conflict with the General Plan or zoning ordinance and the impact would be less than significant.

Additionally, as discussed in Section 4.9.3, Project-Specific Analysis, Impact HAZ-4, the project site is located on two identified hazardous cleanup sites, pursuant to California Government Code, Section 65962.5, and the Existing LUCs, including the 2002 LUC, currently restrict development on a portion of the project site. As discussed under Impact HAZ-4, the 2002 LUC would need to be modified, amended, or rescinded to allow for construction of the proposed project (as the 2002 LUC does not allow for residential development). As such, Mitigation Measure HAZ-1 would be required to modify, amend, or rescind the 2002 LUC on the project site. As a condition of this mitigation measure, a building permit cannot be issued for the proposed project until the 2002 LUC is either modified, amended, or rescinded through DTSC approval. Therefore, with implementation of Mitigation Measure HAZ-1 the proposed project would not conflict with the 2002 LUC and the impact would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure HAZ-1 is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

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4.12 MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.12.1 Environmental Setting

The California Geological Survey classifies lands into Aggregate and Mineral Resource Zones (MRZs) based on guidelines adopted by the California State Mining and Geology Board, as mandated by the Surface Mining and Reclamation Act of 1974. These MRZs identify whether known or inferred significant mineral resources are present in an area. Local government is required to incorporate identified MRZs resource areas delineated by the state, into their general plans. Accordingly, the General Plan does not identify any MRZs within the City. In addition, the City has not identified mineral resources of value, and the City has not been delineated as a locally important mineral recovery site.

4.12.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The City does not contain any mineral resources within its limits; therefore, there are no mitigation measures from the General Plan EIR that would apply to the proposed project.

Plan Bay Area EIR Summary

The Plan Bay Area EIR determined that land use and transportation projects could result in development that would preclude the future extraction of mineral resources. However, projected land use growth was designed to be consistent with local planning documents, which are required to consider MRZs. In addition, most projects would occur within urban areas where extraction of mineral resources is unlikely. Accordingly, the impact would be less than significant, and no mitigation measures were identified.

4.12.3 Project-Specific Analysis

Impact MIN-1 Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Impact Analysis

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

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

Impact MIN-2 Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact Analysis

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

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

4.13 NOISE

Would the Project Result In:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of substantial temporary or permanent increase in ambient noise levels in the vicinity if the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project within the vicinity of a private airstrip or airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people be residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.1 Environmental Setting

Noise Fundamentals and Terminology

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of the proposed project.

Sound is mechanical energy (vibration) transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dBA and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise.

With respect to how humans perceive and react to changes in noise levels, a 1 dBA increase is imperceptible, a 3 dBA increase is barely perceptible, a 5 dBA increase is clearly noticeable, and a 10 dBA increase is subjectively perceived as approximately twice as loud (Egan 2007). These subjective reactions to changes in noise levels were developed on the basis of test subjects' reactions to changes in the levels of steady-state pure tones or broadband noise and to changes in levels of a given noise source. These statistical indicators are thought to be most applicable to noise levels in the range of 50 to 70 dBA, as this is the usual range of voice and interior noise levels. Numbers of agencies and municipalities have developed or adopted noise level standards consistent with these and other similar studies to help prevent annoyance and to protect against the degradation of the existing noise environment.

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (L_{eq}), the minimum and maximum sound levels (L_{min} and L_{max} , respectively), percentile-exceeded sound levels (such as L_{10} , L_{20}), the day-night sound level (L_{dn}), and the community noise equivalent level (CNEL). L_{dn} and CNEL values differ by less than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent and are treated as such in this assessment.

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of 6 dB per doubling of distance. For a line source such as free-flowing traffic on a freeway, sound attenuates at a rate of 3 dB per doubling of distance (Federal Highway Administration 2011a). Atmospheric conditions, including wind, temperature gradients, and humidity, can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of 1 to 2 dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance (Federal Highway Administration 2011b).

Because decibels are logarithmic units, sound pressure levels cannot be added or subtracted through ordinary arithmetic. On the dB scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, their combined sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one source produces a sound pressure level of 70 dBA, two identical sources would combine to produce 73 dBA. The cumulative sound level of any number of sources can be determined using decibel addition.

Vibration Standards

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

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second (in/sec). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities. The City does not have specific policies pertaining to vibration levels. However, vibration levels associated with construction activities and proposed project operations are addressed as potential noise impacts associated with the proposed project implementation.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. In Table 4.13-1, the general threshold at which human annoyance could occur is noted as 0.1 in/sec peak particle velocity (PPV). Table 4.13-2 indicates that the threshold for damage to structures ranges from a PPV of 0.2 to 0.6 in/sec.

Table 4.13-1: Guideline Vibration Annoyance Potential Criteria

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

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

in/sec = inches per second

PPV = peak particle velocity

Source: Caltrans 2013.

Table 4.13-2: Guideline Vibration Damage Potential Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Notes:

in/sec = inches per second

PPV = peak particle velocity

Source: Caltrans 2013, Caltrans 2004

Operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers, create seismic waves that radiate along the surface of the earth and downward into the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in in/sec) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the PPV.

Table 4.13-3 summarizes typical vibration source levels generated by various construction equipment.

Table 4.13-3: Vibration Source Levels for Construction Equipment

Equipment	PPV at 25 Feet
Vibratory roller	0.210
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003

Note:

PPV = peak particle velocity

Source: FTA 2018

Vibration amplitude attenuates over distance and is a complex function of how energy is imparted into the ground and the soil conditions through which the vibration is traveling. The following equation can be used to estimate the vibration level at a given distance for typical soil conditions (FTA 2018). PPVref is the reference PPV from Table 4.13-3:

$$PPV = PPV_{ref} \times (25/Distance)^{1.5}$$

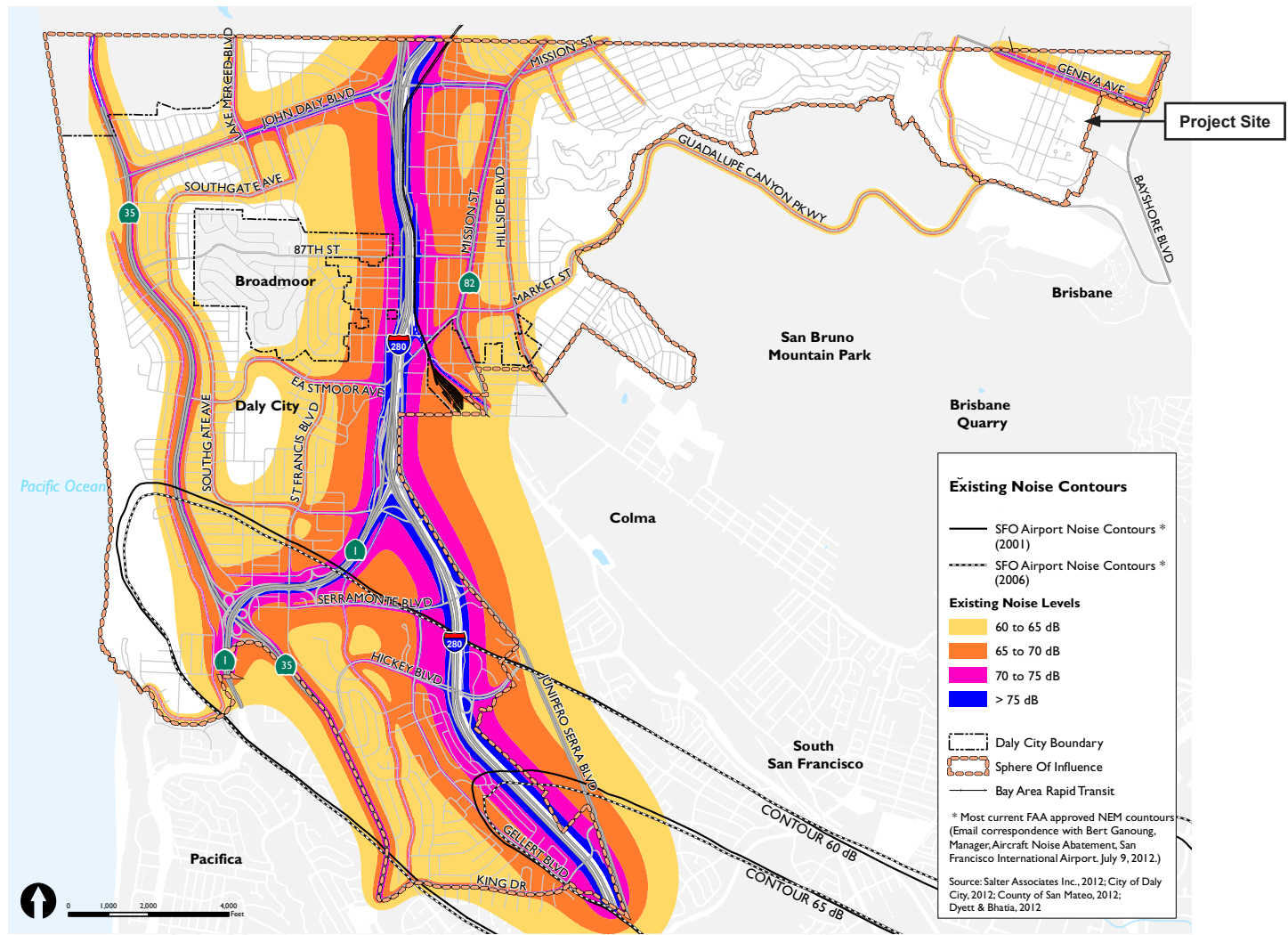
4.13.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.10 of the General Plan EIR discusses potential impacts related to construction noise, traffic noise, airport noise, and groundborne vibration. The General Plan EIR determined certain locations in the City would experience traffic noise increases by more than 3 dB. While it is possible to minimize potential noise impacts with implementation of noise-attenuating features, the City cannot guarantee that these measures would take place. Therefore, the General Plan EIR determined that impacts related to traffic noise would result in a significant and unavoidable impact. The General Plan EIR determined that impacts related to construction noise, airport noise, and groundborne vibration would be less than significant as future projects would be required to comply with City's noise standards included in Chapter 9.22 of the Municipal Code.

The following General Plan policies apply to the proposed project:

Policy NE-1: Use the future noise contour map to identify existing and potential noise impact areas (See Figure 4.13-1).



Source: Daly City General Plan EIR
Date: 2013

Figure No.

4.13-1

Title

Existing Noise Contours

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location

Daly City, CA

185704589

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- Policy NE-2:** Use the State Office of Noise Control Guidelines as a guide to assess development that will need additional noise study and mitigations.
- Policy NE-3:** Maintain a CNEL level of not more than 70 dBA L_{eq} in residential areas.
- Policy NE-4:** Maintain a noise level not in excess of 75 dBA CNEL in open space, parks, and tot lots, including outdoor activity areas such as outdoor entertainment or green space of multi-family projects.
- Policy NE-5:** Maintain the City's current standard of 75 dBA CNEL for office, commercial, and professional areas.
- Task NE-5.1:** Additional noise studies should be conducted in "Conditionally Acceptable" noise environments to ensure adequate mitigation features are employed. "Conditionally Acceptable" noise environments are defined by the Daly City Noise and Land Use Compatibility Matrix as shown in Figure 4.13-2. Usually, conventional construction with closed windows and fresh air supply systems will maintain a healthy noise environment.
- Policy NE-6:** Require new development to perform additional acoustical studies in noise environments that are identified as 'Conditionally Acceptable' or 'Normally Unacceptable' to the Guidelines.
- Task NE-6.1:** Require acoustical studies for new development through the discretionary review and California Environmental Quality Act processes, while paying particular attention to borderline noise environments. Conditions and mitigations, as appropriate, should be attached to projects.

Plan Bay Area EIR Summary

The following summarizes the potential noise impacts discussed in Chapter 2.6 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 2.6-1: Construction Noise Levels and Groundborne Vibration. The Plan Bay Area EIR determined that future development projects have the potential to result in substantial construction noise and vibration levels such that nearby sensitive receptors could be adversely affected, and noise standards exceeded. However, impacts would be less than significant with implementation of Mitigation Measure 2.6-1(a) (Refer to Impact NOI-1 in Section 4.13-3, Project-Specific Analysis).

PBA EIR MM 2.6-1(a): *To reduce construction noise levels, implementing agencies and/or project sponsors shall:*

- *comply with local construction-related noise standards, including restricting construction activities to permitted hours as defined under local jurisdiction regulations (e.g., Alameda County Code restricts construction noise to between 7:00 AM and 7:00 PM on weekdays and between 8:00 AM and 5:00 PM on weekends);*
- *properly maintain construction equipment and outfit construction equipment with the best available noise suppression devices (e.g., mufflers, silencers, wraps);*
- *prohibit idling of construction equipment for extended periods of time in the vicinity of sensitive receptors;*
- *locate stationary equipment such as generators, compressors, rock crushers, and cement mixers a minimum of 50 feet from sensitive receptors, but further if possible;*

- erect temporary construction-noise barriers around the construction site when adjacent occupied sensitive land uses are present within 75 feet;
- use noise control blankets on building structures as buildings are erected to reduce noise emission from the site; and
- use cushion blocks to dampen impact noise from pile driving.

Impact 2.6-2: Increased Noise from Traffic and Transit. The Plan Bay Area EIR determined that some areas would result in regional average noise increases and localized traffic-related noise levels that exceed applicable thresholds and would result in a substantial permanent increase in noise. The Plan Bay Area EIR determined that traffic noise impacts would be less than significant with implementation of Mitigation Measure 2.6-2. Mitigation Measure 2.6-2 is not applicable to the proposed project because the proposed project is not located within the 70 dBA CNEL noise contour of a freeway.

Impact 2.6-3 and Impact 2.6-4: Rail Transit Noise and Vibration. The Plan Bay Area EIR determined that future rail transit projects would result in new noise and vibration sources that could affect existing sensitive land uses. However, impacts would be less than significant with implementation of Mitigation Measures 2.6-3(a), 2.6-3(b), 2.6-3(c), 2.6-4(a), 2.6-4(b), and 2.6-4(c). The proposed project does not involve the construction of a rail transit line, and therefore these mitigation measures are not applicable.

Impact 2.6-5: Ambient Noise. The Plan Bay Area EIR determined that future development projects could expose existing or new sensitive receptors to noise levels that exceed land use compatibility thresholds, resulting in a substantial permanent increase in noise. However, this impact would be reduced to a less than significant level with implementation of Mitigation Measure 2.6-5 (Refer to Impact NOI-1 in Section 4.13-3, Project-Specific Analysis).

PBA EIR MM 2.6-5: To reduce exposure to new and existing sensitive receptors from non-transportation noise associated with projected development, implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:

- Local agencies approving land use projects shall require that routine testing and preventive maintenance of emergency electrical generators be conducted during the less sensitive daytime hours (per the applicable local municipal code). Electrical generators or other mechanical equipment shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
- Local agencies approving land use projects shall require that external mechanical equipment, including HVAC units, associated with buildings incorporate features designed to reduce noise to below 70 dBA CNEL or the local applicable noise standard. These features may include, but are not limited to, locating equipment within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.

Impact 2.6-6: Airport Noise Levels. The Plan Bay Area EIR analyzed the potential impacts related to increased noise exposure from aircraft or airports and determined with the implementation of Plan Bay Area Mitigation Measure 2.6-6 the impact would be less than significant. The proposed project is not located within an airport land use plan and therefore this mitigation measure is not applicable (Refer to Impact NOI-3 in Section 4.13-3, Project-Specific Analysis).

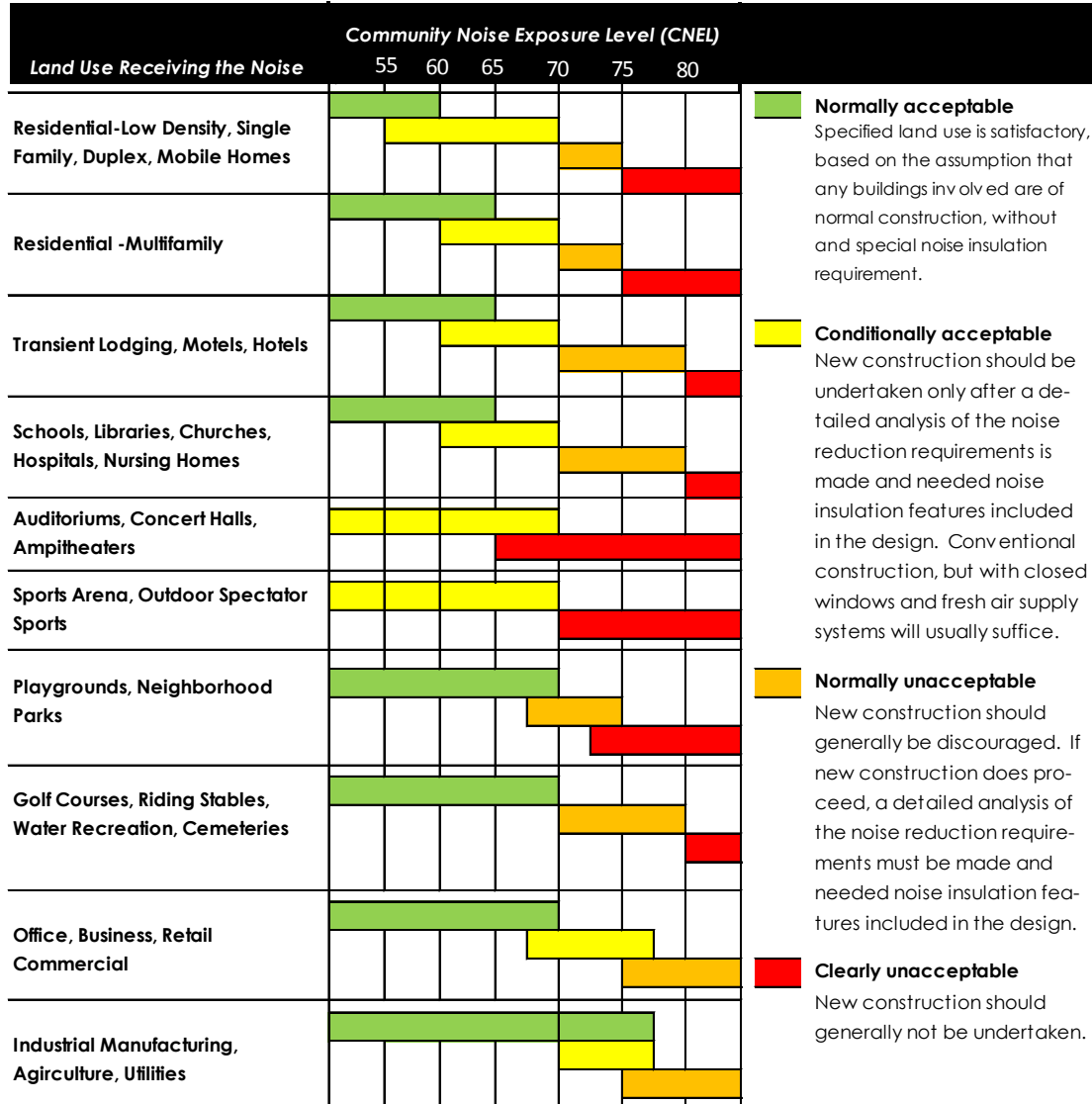


Figure No.

4.13-2

Title

Daly City Noise Compatibility Guidelines

Client/Project

City of Daly City
Midway Village Redevelopment Project

Project Location
Daly City, CA

185704589

Source: Daly City General Plan EIR
Date: 2013

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4.13.3 Project-Specific Analysis

Project Location and Sensitive Receptors

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are considered to be more sensitive to noise intrusion than are commercial or industrial activities. Ambient noise levels can also affect the perceived desirability or livability of a development.

The project site is located in the northeast region of the City at the intersection of Midway Drive, Schwerin Street, and Martin Street, near the border of the City and County of San Francisco. The project site is bordered by existing Midway Village single- and multi-family residences to the west and south; a PG&E facility, including administrative buildings, parking, industrial storage, and a power distribution area to the north and east; and a Toll Brothers site, which is currently graded and undeveloped, also to the south. The closest major roadway to the project site is Bayshore Boulevard, which is about 1,320 feet away. U.S. 101 is approximately 1.06 miles from the project site. The Cow Palace is about 980 feet from the west edge of the project site. The San Francisco International Airport is located approximately 5.4 miles from the project site.

The closest sensitive receptors to the project site are the existing multi-family and single-family residential buildings across Midway Drive, Schwerin Street, and Martin Street, with the closest receptors being about 64 feet from the project site.

Existing Ambient Noise Levels

The existing noise environment in a project area is characterized by the area's general level of development because the level of development and ambient noise levels tend to be closely correlated. Areas that are not urbanized are relatively quiet, while areas that are more urbanized are noisier as a result of roadway traffic, industrial activities, and other human activities.

The City is exposed to noise generated by traffic on I-280, Highway 1, and Highway 35 and to a lesser extent, along major arterial roads such as Geneva Avenue, Guadalupe Canyon Parkway, and Bayshore Boulevard. Traffic noise depends primarily on traffic speed (tire noise increases with speed) and the proportion of truck traffic (trucks generate engine, exhaust, and wind noise in addition to tire noise). Changes in traffic volumes can also have an impact on overall traffic noise levels. For example, it takes 25 percent more traffic volume to produce an increase of only 1 dBA in the ambient noise level. For roads already heavy with traffic volume, an increase in traffic numbers could even reduce noise because the heavier volumes could slow down the average speed of the vehicles. A doubling of traffic volume results in a 3 dBA increase in noise levels.

Existing roadway noise contours are depicted in Figure 4.13-1. The project site is not located in an existing noise contour zone (City of Daly City 2013). Geneva Avenue, a major arterial road, runs close to but not adjacent to the proposed project; however, the project site is buffered from traffic noise along Geneva Avenue by existing buildings. Therefore, ambient noise levels at the project site are expected to be below 60 dBA CNEL and should be in the "Normally Acceptable" category for both residential and commercial uses according to the General Plan Land Use Compatibility Matrix.

Impact NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact AnalysisExterior Traffic Noise at Existing Sensitive Receptors

To describe future noise levels due to traffic added from the proposed project, AM and PM peak hour traffic counts (with and without the proposed project) listed in Figures 6 and 8 in the November 21, 2019 “45 Midway Drive Affordable Housing Transportation Impact Analysis” report were used to determine the percentage increase of traffic on the roads adjacent to the project site and adjacent sensitive receivers.

Table 4.13-4 shows the peak hour counts associated with traffic on the local roadway network under baseline and baseline plus proposed project traffic conditions. The last columns in the table show the overall percentage change and the estimated difference in peak hour noise level.

Table 4.13-4: Traffic Peak Hour Counts and Estimated Noise Increase

Roadway	Baseline Peak Hour Traffic Count	Peak Hour Traffic Count with Project	Percentage Change	Estimated dB Change
Martin Street at Schwerin Street	130 (149)	135 (149)	4% (0%)	0.2 (0)
Schwerin Street at Martin Street	190 (188)	195 (188)	3% (0%)	0.1 (0)
Main Street at Bayshore Blvd	93 (125)	135 (176)	45% (41%)	1.8 (1.6)
Bayshore Blvd at Main Street	1,621 (1,665)	1,663 (1,716)	3% (3%)	0.1 (0.1)
Geneva Ave at Schwerin Street	1,769 (1,928)	1,880 (2,037)	6% (6%)	0.2 (0.2)

Notes:

dB = Decibel

Numbers in parenthesis are PM peak hour traffic volumes.

The proposed project is expected to minimally increase traffic counts along Martin Street, Schwerin Street, Bayshore Blvd, and Geneva Avenue. There would be no noticeable change in traffic noise expected along these streets. Peak traffic counts are expected to increase approximately 41 to 45 percent along Main Street at Bayshore Boulevard.

Traffic increases of 45 percent increase noise levels approximately 1.8 dB, which is barely perceptible to imperceptible and represents a minimum impact. For reference, an increase in 3 dB represents a doubling of loudness according to Federal Highway Administration Guidance, and the increase in noise levels by 1.8 dB would be below this amount (Federal Highway Administration 2011a). Therefore, the proposed project would not cause increased traffic noise levels over the baseline conditions at the neighboring sensitive receivers and this would be a less than significant impact relative to this topic.

Interior Traffic Noise at New Sensitive Receptors – Residential

The CBC and the City states that the interior noise levels attributable to exterior sources shall not exceed 45 dBA in any habitable room, including residential units. The needed sound isolation requirements of a building's exterior façade system will be dependent on the following conditions:

- The dimension of the rooms with exterior windows;
- The finishes within the rooms;

- The ratio of clear glass to solid wall in the exterior wall assembly; and
- The exterior solid wall construction.

Modern construction with punch windows typically provides a 25 dBA exterior-to-interior noise level reduction with windows closed. Therefore, sensitive receptors exposed to exterior noise of 70 dBA $L_{dn}/CNEL$ or less will typically comply with the code-required interior noise level standard. Modern construction using window walls, curtainwalls, or a high ratio of exterior clear glass would provide less reduction with the windows closed. Buildings using a high amount of glass would typically comply with the code-required interior noise level standard if exposed to exterior noise levels of 67 dBA $L_{dn}/CNEL$ or less.

Based on the existing noise level contours (Figure 4.13-1) listed in the General Plan Noise Element, noise levels at the project site are expected to be below 60 dBA CNEL. With a maximum exterior noise level of 60 dBA CNEL, interior noise levels within the residential units would comply with code requirements with standard exterior façade constructions and would have a less than significant impact.

Interior Traffic Noise at New Sensitive Receptors – Commercial

CALGreen states if an occupied non-guestroom space is exposed to a noise level of 65 dBA L_{eq} 1-hour during any hour of operation, the exterior façade design shall incorporate features to reduce noise inside the spaces to a maximum of 50 dBA L_{eq} 1-hour. Given that the project site would be exposed to noise levels up to 60 dBA CNEL, a one-hour noise level of 65 dBA or greater is unlikely, and the building would not be subject to the CALGreen requirements. Therefore, standard construction should be acceptable for the commercial spaces to achieve the CALGreen code requirements, and traffic noise levels would have a less than significant impact.

Proposed Project Fixed-Source Noise

Typical multi-family residential/commercial building construction would commonly involve new rooftop mechanical equipment, such as air-handling units, condensing units, make-up air units, and exhaust fans. This equipment would generate noise that would radiate to neighboring properties, which could result in a potentially significant impact prior to mitigation. The noise from this equipment would be required to comply with Section 9.22 “Disturbing the Peace” of the Daly City Municipal Code, Section 1207.4 of the CBC, and Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) at the neighboring residential receptors. Thus, Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) and Mitigation Measure NOI-2 would be required to ensure that the onsite equipment would be designed incorporating measures such as shielding and/or appropriate attenuators to reduce noise levels that may affect nearby properties. With Mitigation Measure NOI-1 (PBA EIR MM 2.6-5) and Mitigation Measure NOI-2, the impact of fixed-source noise to the neighboring properties would be less than significant.

Proposed Project Operational Noise

As part of the proposed project, several outdoor recreational areas and a park would be introduced or relocated on the site. The recreational areas and park would provide opportunities to foster community and interaction with open space throughout the project area. The specific recreational areas would include the following:

- **The Garden:** Including a community garden and an exercise deck. Located internal to the site near Building E. Shielded from Schwerin and Martin streets.
- **The Family Room:** Including a multi-use lawn, a tot play area, and an outdoor dining area. Located internal to the site in the Building D courtyard. Shielded from Schwerin and Martin streets.

- **The Residents Park:** Including an outdoor dining area, a multi-use lawn, a plaza, terrace seating, and a play area. Located internal to the site near the community center. Shielded from Schwerin and Martin streets.
- **The Residents Garden:** Including a meditation garden and an outdoor dining area. Located internal to the site in the Building B courtyard. Shielded from Schwerin and Martin streets.
- **The Family Court:** Including a picnic area and a play area. Located internal to the site in the Building A2 courtyard. Shielded from Schwerin and Martin streets.
- **Bayshore Park:** Bayshore Park is an existing City park adjacent to the existing Midway Village area. This park would maintain its existing purpose; however, it would be relocated within the new Midway Village Redevelopment to the northern most portion of the project site, closer to Schwerin Street. The development of the park would be the responsibility of the City. Future improvements at the park may contain elements such as a soccer field, tennis court, a playground, a 10-foot wide jogging path with workout stations around the perimeter of the park, restrooms, and additional parking spaces.

The existing play area associated with the child-care facility would also be relocated to Building B2, which brings the play area closer to the residential receptors along Schwerin Street. The child-care area would be set back within the building such that Building B2 would provide shielding between the play area and Schwerin Street.

All activities taking place within the recreational areas, park, and the child-care play area would take place during daytime hours, and the final design and development of these areas would be subject to the noise level restrictions set in the Daly City Noise Compatibility Guidelines in the General Plan. Therefore, the impact of noise from the recreational areas, park, and child-care play area to the closest residential receptors would be less than significant.

Short-Term Construction Noise Impacts

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the project site would incrementally increase noise levels on access roads leading to the project site. This increased traffic would be comprised of vehicles, medium trucks, and heavy trucks.

Workers would access the project site from the city streets and U.S. 101. Construction materials and equipment would be delivered using trucks during the daytime hours (7 AM and 9 PM). Construction workers required for each phase of the proposed project and would fluctuate between 15 and 75 workers per day with an average of 35 workers per day.

The associated short-term noise from construction vehicles along city streets, such as Schwerin Street would be perceptible, however, such a noise increase would be instantaneous and short term. The Federal Transit Administration (FTA) offers construction mitigation measures listed in Section 12.1.3 "Mitigation of Construction Noise" in the Transit Noise and Vibration Impact Assessment document (FTA 2006), which would be implemented through Mitigation Measure NOI-3. This document recommends rerouting truck traffic away from residential streets, if possible, and to select streets with fewest homes, if no alternatives are available. Mitigation Measure NOI-3 follows the FTA recommendations to limit noise to the closest noise-sensitive receivers. With Mitigation Measure NOI-3, the impact of construction traffic noise to the neighboring properties would be less than significant.

The second type of short-term noise impact is related to noise generated during construction. Construction activities would include excavation activities and grading, foundation work, building construction, and paving. Each construction stage has its own mix of equipment and consequently, its own noise characteristics. These various

construction operations would change the character of the noise generated at the project site and therefore, the ambient noise level as construction progresses. The loudest phases of construction typically include excavation, building construction, and grading phases as the noisiest construction equipment is earthmoving and grading equipment. Table 4.13-5 lists types of construction equipment that may be used throughout construction and the maximum and average operational noise level as measured at 64 feet from the operating equipment. The 64-foot distance represents the approximate distance between the project site and the closest residential receptors across Martin Street. Appendix H shows the noise calculations and inputs that were used from the Roadway Construction Noise Model (RCNM).

Table 4.13-5: Summary of Federal Highway Administration Roadway Construction Noise Model

Construction Equipment Source at the Phase 1 Residential Building	Distance to Nearest Sensitive Receptor	Sound Level at Residence		
		L _{max}	Acoustical Use Factor (%)	L _{eq}
Backhoe	64 feet	75.4	40	71.4
Crane	64 feet	78.4	16	70.4
Concrete Mixer Truck	64 feet	76.7	40	72.7
Concrete Saw	64 feet	87.4	20	80.4
Compressor (air)	64 feet	75.5	40	71.5
Bulldozer	64 feet	79.5	40	75.5
Excavator	64 feet	78.6	40	74.6
Front End Loader	64 feet	77.0	40	73.0
Grader	64 feet	82.9	40	78.9
Paver	64 feet	75.1	50	72.1
Roller	64 feet	77.9	20	70.9
Tractor	64 feet	81.9	40	77.9

Notes:

L_{eq} = equivalent sound level

L_{max} = maximum sound level

Source: Federal Highway Administration 2006

The construction of the entire proposed project would be conducted in four sequential phases. Each phase would consist of six separate stages, and each stage would use different pieces of construction equipment. The main noise-producing equipment for each construction stage and the approximate distance to the closest noise-sensitive receiver are shown in Table 4.13-6:

Table 4.13-6: Construction Phases Equipment and Distance to Closest Receiver

Construction Stage	Distance to Nearest Sensitive Receptor	Planned Equipment
Stage 1: Demolition	64 feet	Concrete Saw Excavator Rubber-Tired Dozer Tractor Loader Backhoe
Stage 2: Site Preparation	64 feet	Grader Tractor Loader Backhoe Excavator
Stage 3: Grading	64 feet	Concrete Saw Grader Rubber-Tired Dozer Tractor Loader Backhoe
Stage 4: Building Construction	64 feet	Crane Forklift ¹ Tractor Loader Backhoe
Stage 5: Paving	64 feet	Cement Mixer Truck Paving Equipment ² Paver Roller Tractor Loader Backhoe
Stage 6: Architectural Coating	64 feet	Air Compressor

Notes:

1. Noise from a forklift is not included in the RCNM program. Therefore, the forklift was assumed to have the same noise signature as a tractor for this analysis.

2. Noise from paving equipment is not included in the RCNM program. Therefore, paving equipment was assumed to have the same noise signature as a paver for this analysis.

RCNM = Roadway Construction Noise Model

A worst-case condition for construction activity would assume all noise-generating equipment were operating at the same time and at the same distance away from the closest noise-sensitive receiver. Using this assumption, the RCNM program calculated the following combined L_{eq} and L_{max} noise levels from each phase and stage of construction as shown in Table 4.13-7.

Table 4.13-7: Calculated Noise Level from Each Construction Stage

Construction Stage	Distance to Nearest Sensitive Receptor	Calculated L_{eq}	Calculated L_{max}
Stage 1: Demolition	64 feet	84.3 dBA	89.8 dBA
Stage 2: Site Preparation	64 feet	83.0 dBA	87.1 dBA
Stage 3: Grading	64 feet	85.0 dBA	90.3 dBA
Stage 4: Building Construction	64 feet	82.2 dBA	86.6 dBA
Stage 5: Paving	64 feet	82.0 dBA	86.2 dBA
Stage 6: Architectural Coating	64 feet	71.5 dBA	75.5 dBA

Notes:

dBA = A-weighted decibel

 L_{eq} = equivalent sound level L_{max} = maximum sound level

Although noise levels could range into the “clearly unacceptable” range as defined in Figure 4.13-2, increases in noise levels from construction activities would be temporary. The proposed project would also be in compliance with the applicable policies/regulations contained within Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]). Implementation of Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]) would provide substantial reduction in day and night construction noise and vibration levels by ensuring proper equipment use: locating equipment away from sensitive land uses; and requiring the use of enclosures, shields, and noise curtains (noise curtains typically can reduce noise by up to 10 dB. To the extent that an individual project adopts and implements all feasible mitigation measures described above, construction-noise levels could be reduced by 10 dB, bringing sound levels to acceptable levels. In addition, Mitigation Measure NOI-5 would be required to ensure that a construction site notice that includes pertinent information for the public to stay informed of proposed project construction activities would be required. This construction site notice would include a phone number for the public to call where violations for noise in excess of City standards could be reported. With the implementation of Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]) and Mitigation Measure NOI-5, this impact would therefore be less than significant with mitigation.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure NOI-1 (PBA EIR MM 2.6-5), Mitigation Measure NOI-2, Mitigation Measure NOI-3, Mitigation Measure NOI-4 (PBA EIR MM 2.6-1[a]), and Mitigation Measure NOI-5 are required.

MM NOI-2: Project Fixed-Source Noise. The noise from all mechanical equipment associated with the proposed project shall comply with Section 1207.4 of the CBC at the neighboring residential receptors. Compliance with this Code would include incorporation of shielding and/or appropriate attenuators to reduce noise from mechanical equipment.

MM NOI-3: Construction Traffic. Develop a construction plan to route trucks into the sites avoiding City streets with dense residential populations as much as possible, as approved by the City's Engineering Division. Do not vary the construction traffic route to keep noise levels consistent throughout the construction process as much as possible. Avoiding residential streets keeps construction traffic removed from the sensitive residential receptors.

MM NOI-5: Construction Activity. In addition to the Plan Bay Area EIR Mitigation Measure 2.6-(a), post a construction site notice that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the Site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact NOI-2 Generation of excessive groundborne vibration or groundborne noise levels?

Impact Analysis

During construction of the proposed project, equipment such as cranes, excavators, graders, loaders, backhoes, and bulldozers may be used as close as 64 feet from the nearest sensitive receptor across Martin Street. Construction equipment that would be used during proposed project construction would generate vibration levels between 0.001 PPV and 0.051 PPV at 64 feet, as shown in Table 4.13-8. All the groundbourne vibration levels are below the FTA vibration threshold at which human annoyance could occur of 0.10 PPV. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Therefore, construction vibrations are not predicted to cause damage to existing buildings or cause annoyance to sensitive receptors. As such, implementation of the proposed project would have a less than significant impact related to vibration.

Table 4.13-8: Vibration Source Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 25 Feet	Peak Particle Velocity at 64 Feet	Peak Particle Velocity at 100 Feet	Threshold at which Human Annoyance Could Occur	Potential for Proposed Project to Exceed Threshold
Large Bulldozer	0.089	0.022	0.011	0.10	None
Loaded Trucks	0.076	0.019	0.010	0.10	None
Small Bulldozer	0.003	0.001	0.000	0.10	None
Vibratory Compactor/Roller	0.210	0.051	0.026	0.10	None

Source: FTA, Transit Noise and Vibration Impact Assessment Guidelines, May 2006

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact NOI-3 For a project located within the vicinity of a private airstrip or airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Impact Analysis

The project site is not located near an existing airport and is not within an area covered by an existing airport land use plan. The nearest airport is the San Francisco International Airport (SFO), which is located approximately 5.4 miles south of the project site. According to the General Plan, the project site is located outside of the SFO noise contour of 60 dB. Although aircraft-related noise could occasionally be audible at the project site, noise would be extremely minimal. Exterior and interior noise levels resulting from aircraft would be compatible with the proposed project. Therefore, no impact would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

No Impact.

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4.14 POPULATION AND HOUSING

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

4.14.1 Environmental Setting

The City has experienced significant growth in the decades immediately following World War II. The City's population quadrupled between 1950 and 1970 with the construction of the Westlake and Serramonte subdivisions. By 1990 the population was approximately 90,000. The United States census reported the City's population as 101,123 in 2010. Although population growth is anticipated to continue, it is anticipated to do so at a modest rate, reflecting the fact that the City is largely built out (City of Daly City 2013, 2015).

According to the General Plan growth estimates, the City can expect to add about 5,265 more residents between 2010 and 2030. Based on past development trends, regional growth forecasts, and assumptions about future growth, the City will accommodate approximately 106,388 residents at buildout and increase of about 5.2 percent over the 2010 Census-determined population of 101,123. Over a 20-year period, this represents an annual growth rate of 0.3 percent (City of Daly City 2013, 2015).

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

The residential growth rate in the City has decreased significantly since the 1980s and 1990s, when 10-year growth rates were 8.5 percent and 7 percent, respectively. The growth rate between 2000 and 2010 was 1.5 percent. Comparatively, this is half the growth rate of San Mateo County as a whole, and the smallest growth rate in the Bay Area. The primary reason for the limited growth rate in the City, as described in the General Plan Housing Element, is the relatively limited supply of developable land, given the lack of parcels that are large enough for substantial development projects (City of Daly City 2013, 2015).

4.14.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.9 of the General Plan EIR evaluated the potential impacts related to population and housing. According to the General Plan EIR, the General Plan will increase the number of housing units as well as non-residential square footage, and subsequently jobs, within the City. Removal of existing housing units is not anticipated, and any housing

removed would be replaced through additional housing within the City. Therefore, the General Plan EIR determined impacts related to population and housing would be less than significant.

The following General Plan policies are applicable to the proposed project:

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

Policy HE-20: Encourage voluntary housing rehabilitation and reconstruction.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to population and housing discussed in Chapter 2.3 of the Plan Bay Area EIR.

Impact 2.3-1: Displacement of Communities. The Plan Bay Area EIR analyzed the potential impacts related to residential or business disruption or displacement of existing population and housing and determined that implementation of the Plan Bay Area may result in displacement of existing residential units, necessitating construction of replacement housing. With the implementation of Mitigation Measure 2.3-1 the impact would be less than significant. Mitigation Measure 2.3-1 is not applicable to the proposed project because mitigation is being implemented throughout this SCEA to reduce potential impacts to a less than significant level.

4.14.3 Project-Specific Analysis

Impact POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact Analysis

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

Direct Population Growth

The proposed project would result in the construction of affordable mixed-use development project comprised of 555 residential units, 726 parking spaces, a community center, and common areas/recreation areas. Currently, the Midway Village area includes approximately 150 residential units and 477 existing residents onsite. The proposed project would redevelop the Midway Village area to include 555 residential units. Consistent with the General Plan EIR assumptions, the proposed project assumed an average of 3.3 residents per household, with each household representing 95 percent of total housing units with a 5 percent vacancy rate (City of Daly City 2012). However, as a more conservative analysis, 100 percent occupancy was used. Accordingly, 555 units would result in 1,832 total residents. Since the Midway Village area includes 477 existing residents, the proposed project would result in 1,355 new residents.

As discussed above, the General Plan buildout estimates an increase from 101,123 to 106,388 residents by 2030 (or an increase in 5,265 residents by 2030). The residential portion of the proposed project would contribute 1,355 new residents, which would represent approximately 26 percent of the City's growth anticipated by 2030. However,

because the proposed project zoning is planned for in the General Plan, this would not represent a substantial increase in unplanned population growth. Additionally, the proposed project would not create new roads or extend utilities beyond those required for the proposed project. Therefore, implementation of the proposed project would not induce substantial growth in the area. Impacts would be less than significant.

Indirect Population Growth

The proposed project does not include any commercial space and therefore would not increase the number of employees or jobs from commercial uses. Currently, there are 31 staff members associated with the child-care and office facilities associated with the Midway Village area. Under the proposed project, approximately 15 to 20 additional staff would be needed onsite, depending on the type of special needs populations ultimately served (i.e., formerly homeless, veterans, senior citizens, or transition-aged youth). These staff members would support the child-care facility, community center, and provide property management services for the residential units in the redevelopment. It is anticipated that these 15 to 20 additional staff members would come from the local work force in the area and would not require relocation of substantial people to the area. Additionally, employees required for maintenance of the new Bayshore Park would be City employees and are not included in the estimated 15 to 20 additional staff for the remainder of the project site. Therefore, any new jobs provided by the proposed project would reasonably be expected to be filled by the existing workforce in the City and would not induce substantial indirect population growth. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact Analysis

Relocation of the existing 477 residents living onsite would be required to demolish and redevelop the Midway Village area. Relocation of the existing 477 residents would occur as new residences are constructed in each phase, until all of the existing residents are relocated into the new development. Relocation of existing residents during each phase would only occur once during redevelopment, ensuring the least amount of disruption of these residents' daily lives. Construction of the new child-care facility would occur early in the development process (Phase 2) to ensure that the students are relocated and settled as early as possible in the process. As such, although the proposed project would require relocation of the existing residents onsite, this relocation would occur within the existing project site and would not require the construction of replacement housing elsewhere. Therefore, the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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4.15 PUBLIC SERVICES

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

4.15.1 Environmental Setting

Fire Protection

The City is served by the North County Fire Authority (NCFA), a Joint Powers Authority that serves the cities of Brisbane, Daly City, and Pacifica. The NCFA has eight stations, five of which are located in the City. The station located closest to the project site is Station 93 at 464 Martin Street located approximately 0.2 mile west of the project site.

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

In 2017, the NCFA responded to more than 14,000 emergency and non-emergency incidents and achieved an overall 90 percent total reflex time; from receipt of call, dispatch, turnout, and travel to arrival in 7 minutes or less by a single fire company for all emergency incidents, which met the goal set by the City of a 90 percent reflex time (NCFA 2017).

Police Protection

The City of Daly City Police Department (DCPD), the largest police department in San Mateo County, provides police protection services in the City. The DCPD offices are located at 333 90th Street. The DCPD is structured into two Bureaus, including a Field Operations Bureau and Operations Support Bureau. DCPD is San Mateo County's largest police department with 111 sworn, and 43 non-sworn personnel (City of Daly City 2012). The Field Operations Bureau includes standard field operations divided into two divisions, Division A and Division B, a Bicycle Patrol Unit, a Canine Program, Gang Task Force, Police Cadet Program, and a Special Weapons and Tactics (SWAT) team. The Operations Support Bureau includes an Investigations Division and a Technical Services Division. The Investigations

Division includes Violent Crimes, Homicide, Cold Cases, Robbery, Fraud, Sex Crimes, Property Crimes, Narcotics Task Force, and Gang Intelligence Unit. The Technical Services Division includes a Communications Unit, Records Unit, and Property and Evidence Unit.

Schools

The City is served by 5 public school districts comprised of 15 elementary schools, 4 middle schools, and 6 high schools. The five districts are as follows:

- Jefferson Elementary School District serves K-8 students in the City, except for the Bayshore, Southern Hills, and Serramonte neighborhoods.
- Jefferson Union High School District serves grades 9-12 in all of the City, except for the Serramonte neighborhood.
- Bayshore Elementary School District provides K-8 services in the Bayshore Neighborhood and is comprised of one school (Garnet J. Robertson Intermediate School recently combined with Bayshore Elementary School).
- Brisbane Elementary School District serves K-8 students in the Southern Hills Neighborhood and is comprised of three schools.
- South San Francisco Unified School District serves K-12 in the Serramonte Neighborhood south of Hickey Boulevard.

Bayshore Elementary School District reported enrollment of 378 students at the Bayshore School with a total capacity for 568 students (Per Comms. Audra Pittman). This school would serve the project area. According to the California Department of Finance, overall school enrollment in San Mateo County is expected to increase by 783 students over the next decade, with approximately 70 students attributed to growth in the City (City of Daly City 2012, California Department of Finance 2018). The estimated growth rate of school-aged children between 2010 and 2030 is 0.8 percent (City of Daly City 2012).

Parks

The City is comprised of 13 municipal parks and 12 tot lots, resulting in approximately 83 acres of developed public recreational park space. In addition to City parks, the San Bruno Mountain State and County Park provides an additional 2,063 acres of recreational open space southwest of the City's Bayshore neighborhood. Although the San Bruno Mountain Park is comprised of state- and county-owned lands, it is managed by the San Mateo County Division of Parks and Recreation. The City also includes three private parks consisting of golf and country clubs located in the northwestern portion of the City. These private parks are the Lake Merced Golf and Country Club and portions of the Olympic and San Francisco Golf and Country Clubs. These parks are reserved for member access only and therefore are not open to the general public or residents of the City.

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

Other Facilities

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

4.15.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

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

The following General Plan policies are applicable to the proposed project:

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

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

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

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

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

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to public services discussed in Chapter 2.14 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 2.14-1. Public Services. The Plan Bay Area EIR analyzed the potential impacts related to the need for expanding facilities to maintain adequate schools and emergency, police, fire, and park and recreation services, and determined that with the implementation of Mitigation Measure 2.14-1, the impact would be less than significant (Refer to Impact PUB-1 in Section 4.15.3, Project-Specific Analysis).

PBA EIR MM 2.14-1: Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include but are not limited to:

- *Prior to approval of new development projects, local agencies shall ensure that adequate public services, and related infrastructure and utilities, will be available to meet or satisfy levels identified in the applicable*

local general plan or service master plan, through compliance with existing local policies related to minimum levels of service for schools, police protection, fire protection, medical emergency services, and other government services (e.g., libraries, prisons, social services). Compliance may include requiring projects to either provide the additional services required to meet service levels, or pay fees towards the project's fair share portion of the required services pursuant to adopted fee programs and State law.

Impact 2.14-2: Park Facilities. The Plan Bay Area EIR analyzed the potential impacts related to increased use of existing parks or recreational facilities and determined that the impact would be less than significant. No mitigation measures were identified.

4.15.3 Project-Specific Analysis

Impact PUB-1 Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire Protection?
Police Protection?
Schools?
Parks?
Other Public Facilities?

Impact Analysis

Fire Protection

Implementation of the proposed project could potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operation workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include residential housing for low income families. As addressed in Section 2, Project Description, the facility would consist of up to 555 units and is estimated to house approximately 1,832 total residents (or 1,355 new residents). As such, by generating up to 1,355 new residents, the proposed project would likely result in more service calls to the NCFA. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls as well; however, these uses are consistent with the current operation and nature of the project site. Additionally, the number and type of service calls are expected to be consistent with other residential uses located elsewhere in the City.

The project site is located within the service area of Fire Station Number 93, which is approximately 0.2 mile west of the project site. Although the NCFA is not currently meeting its primary response time objective, based on the relatively shorter distance to the project site, it is anticipated that NCFA would be able to respond to the site within the NCFA response goal without the need for new or expanded facilities. Given the infill nature of the proposed project and its location to existing stations, the proposed project would not indirectly result in future environmental impacts from construction or expansion of facilities as confirmed during consultation with NCFA (Per comms. Shane Lauderdale). In addition, the proposed project zoning is planned for within the General Plan, and this would not represent a substantial increase in unplanned population growth. However, the high number of service calls typically associated with low income housing facilities could still impact NCFA response times to other emergencies within its service area.

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

To help offset the construction of facilities, the procurement of equipment, and the hiring of additional personnel, the NCFA collects mandatory fees on new development projects, which would be implemented through Mitigation Measure PUB-1 (PBA EIR MM 2.14-1). As part of the proposed project's entitlement process, the proposed project would be responsible for paying its fair share of these impact fees required by the NCFA and Mitigation Measure PUB-1 (PBA EIR MM 2.14-1); therefore, the proposed project would have a less than significant impact on fire protection services with mitigation incorporated.

Police Protection

The proposed project would potentially induce population growth, as the proposed project would include a residential use, as well as require both a temporary construction and permanent operational workforce. While the proposed project's temporary and operational workforce requirements would not induce substantial population growth in the project area or region, the proposed project would include residential units for low income families and would generate approximately 1,355 new residents. In addition, the proposed project zoning is planned for within the General Plan, and this would not represent a substantial increase in unplanned population growth. As such, by generating up to 1,355 new residents, the proposed project would likely result in more service calls to the DCPD, although possibly not to the same extent as traditional single-family residential units. The other proposed non-residential land uses on the project site are also anticipated to result in more service calls; however, these uses are consistent with the current operation and nature of the project site. Additionally, the number and type of service calls are expected to be consistent with other commercial uses located elsewhere in the City.

The project site is already located within the DCPD's service area and is currently served by the Police Station located at 333 90th Street, approximately 3.3 miles southwest of the project site. DCPD's average response time for priority-one calls was 7 minutes from the time the dispatcher received the call to when the police arrived. The average response time between the police receiving notice from the dispatcher to police arrival was 4 minutes, though the Department does not have a formally adopted response time standard (City of Daly City 2012). Given that the proposed project is promoting infill development along transit corridors in the City, this will lead to shorter response times; the existing project area is currently patrolled by the DCPD. Since the Department is already meeting its response time goal, DCPD would be capable of continuing to respond to the site within its established response time standard without the need for new or expanded facilities.

As part of proposed project approval, the DCPD would review and comment on the site plan as it relates to access and egress that are designed to enhance safety on the project site and reduce crime, and Mitigation Measure PUB-1 (PBA EIR MM 2.14-1) would ensure that, prior to the approval of the proposed project, sufficient police protection services would be available to meet or satisfy service level ratios, or payment of fees towards police protection services would be required. Therefore, impacts associated with DCPD facilities would be less than significant with mitigation incorporated.

Schools

The Bayshore School currently has an existing enrollment of approximately 378 students and can serve up to 568 students (Per Comms. Audra Pittman 2018). Based on the General Plan estimated growth rate of students of 0.8 percent between 2010 and 2030, even if the student population were to increase by 0.8 percent (presumably coming from the proposed project) that would equal approximately 39 additional students. These 39 students would not exceed the capacity of 190 additional students. Additionally, the proposed project would be required to pay statutory developer fees under SB 50 and as further required through Plan Bay Area Mitigation Measure 2.14-1. The payment of SB 50 impact fees is full mitigation for school facilities under CEQA, and levels of Applicant fee contribution are determined by the State Allocation Board and increase annually. Currently, SB 50 requires developers to pay \$2.97 per sf of new residential development. Therefore, because the proposed project would pay the required SB 50 developer fees, also required through Mitigation Measure 2.14-1, a less than significant impact with mitigation would occur regarding school facilities and services.

Additionally, the other proposed non-residential land uses on the project site are not anticipated to trigger a substantial increase in the school population because it is anticipated that the temporary and permanent employees required by the proposed project could come from the City and county without the need for relocation of employees and their families. Thus, the proposed project would not result in the construction of new or the expansion of existing school facilities.

Parks

The City's Municipal Code requires parkland dedication at a ratio of three acres per 1,000 residents. There are 13 municipal parks and 12 tot lots in the City, totaling 82.95 acres of developed public recreational space, which works out to only approximately 0.82 acre per 1,000 residents. School playgrounds provide additional recreational open space opportunities; however, they are not included in the acreage because they are owned and regulated by their respective school districts and are only available during limited periods of time.

This parkland to population ratio also does not take into account the numerous regional park facilities accessible to residents. San Bruno Mountain State and County Park, a 2,063-acre park located in the Hillside Planning Area, includes multiple recreational facilities and trails. The largest regional park near the project area is the John McLaren park which is located approximately 0.68-mile northwest. The abundance of regional open space around the City indicates that residents have access to more open space than shown in the above ratio, although these facilities are trail oriented, rather than active facilities (such as those that include playfields).

Based on the City's current parkland dedication ratio of three acres per 1,000 residents in the Municipal Code, the City would need to provide 15.8 acres of parkland to meet future need resulting from the additional population (without ameliorating existing deficiencies). The residential component of the proposed project would accommodate approximately 1,832 residents (1,355 new residents). To meet this demand, the General Plan policies have been adopted to ensure that adequate parks and recreational facilities are provided to accommodate the increase in new residents. During the proposed project's entitlement process, the Applicant would coordinate with the City regarding the collection of fees in accordance with AB 1600 prior to operation of the proposed project and occupancy of the facility. Because the proposed project would increase the number of residents in the area, increase the demand on park facilities, and temporarily remove the existing Bayshore Park from operation, a potentially significant impact would occur. Bayshore Park would be relocated within the proposed project area and is estimated to include up to 3.5 acres. According to the City's Comprehensive Biennial Operating and Capital Budget, the Bayshore Park Rehabilitation is included in the City's future capital improvement plans for redevelopment. Approximately \$500,000 in funds for the Park is included in this capital improvement plan in 2021, and \$2,000,000 in funds is included in 2022

(City of Daly City 2019). Thus, the funds for the rehabilitation of Bayshore Park are included in the City's planning documents, and the rehabilitation of the Park would likely be after construction of the residential portion of the proposed project is complete. However, even with the rehabilitation of Bayshore Park, the City's parkland dedication ratio would not be met, and the addition of approximately 1,355 new residents to the area would further increase the demand on parkland facilities in the area. To adhere to the City's code requirement, the Applicant would be required to pay in-lieu impact fees for the procurement and development of new parklands. Therefore, because Bayshore Park would be restored according to the City's capital improvement plan, with payment of in-lieu impact fees, impacts related to parkland ratios would be less than significant.

Other Public Facilities

The design, inspection and maintenance of municipal parks in the City are the responsibility of the City of Daly City's Public Works Department, while the programming of park activities and recreation services are the responsibility of the Department of Library and Recreation Services. The Daly City Public Library is a member of the Peninsula Library System, which offers four locations within the City. The closest location is the Bayshore Branch located at 460 Martin Street, approximately 0.18 mile west of the project site. The proposed project's generation of approximately 1,355 new residents would not affect the City's ability to provide library space. Thus, the proposed project would not result in the construction of new library branches or the expansion of existing branches. Therefore, impacts associated with other public facilities such as public libraries would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure PUB-1 (PBA EIR MM 2.14-1) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

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4.16 RECREATION

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

4.16.1 Environmental Setting

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

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

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

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

4.16.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

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

The following General Plan policies are applicable to the proposed project:

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

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

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

Plan Bay Area EIR Summary

Chapter 2.14 of the Plan Bay Area EIR discusses potential impacts on recreation resources. As discussed in the Plan Bay Area EIR, while land use development projects could increase demand on recreational services, land use and public parks development is managed at the local level. Projects would be required to comply with local General Plan elements, which regulate recreational resources. Therefore, the Plan Bay Area EIR determined impacts to recreational resources would be less than significant and no mitigation measures were identified.

4.16.3 Project-Specific Analysis

Impact REC-1 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?

Impact Analysis

The City's Municipal Code identifies a goal of 3.0 acres per 1,000 residents and is currently not meeting this goal. The proposed project's generation of up to 1,355 new residents would potentially further adversely affect the City's ability to maintain its parkland standard because these additional residents would require an additional 3.47 acres of parkland in order to meet the City's Municipal Code goal.

The proposed project would include onsite passive recreation and open space amenities for use by residents and tenants. These onsite amenities would include passive recreation areas, including pedestrian paths and sidewalks that would connect the project site to the City's sidewalk system. Approximately 26,404 sf of common open space would be dedicated to providing open outdoor space. The proposed project open space would consist of a mixture of outdoor dining areas, courtyards, gardens, exercise decks, and multi-use lawns, and play areas. These onsite recreational areas would help alleviate the strain on recreational resources and parklands within the City; however, even with these additional recreational and open space areas, the City's parkland standard would not be met. To meet the City's parkland standard, the General Plan policies have been adopted to ensure adequate parks and recreational facilities are provided to accommodate the increase in new residents. During the proposed project's entitlement process, the Applicant would coordinate with the City regarding the collection of fees in accordance with AB 1600 prior to operation of the proposed project and occupancy of the facility.

Further, the existing Bayshore Park would be relocated within the project area. As such, Bayshore Park would be temporarily taken out of service and would not be available to the public during park construction activities, thus further exacerbating the City's parkland goal of 3.0 acres per 1,000 residents. As discussed under Section 3.14, Public Services, according to the City's Comprehensive Biennial Operating and Capital Budget, the Bayshore Park rehabilitation is included in the City's future capital improvement plans for redevelopment in 2021 and 2022, the exact timing of which will be adjusted based on the availability of the new Park location, but nevertheless is being planned for redevelopment after the residential portion of the proposed project is complete. Therefore, it is unlikely that

Bayshore Park would remain out of service for extended periods of time and would be restored to an existing public park in the area. This would be a temporary impact that would be resolved over time.

Therefore, with adherence to applicable City Codes and regulations, General Plan policies, and payment of in-lieu fees related to parklands, the proposed project impacts associated the physical deterioration of existing parks or other recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact REC-2 Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

Impact Analysis

The proposed project would include passive recreation and open space totaling approximately 26,404 sf of common areas in addition to the relocated Bayshore Park within the project site. These passive areas and open space would be accessible to onsite users, and Bayshore Park would continue to operate as a public park once redeveloped by the City. The potential environmental effects of the planning, construction, and operation of the proposed project, as a whole, including these recreational facilities, are being identified and evaluated as part of the SCEA. This SCEA addresses the potential adverse environmental impacts that could occur as a result of implementation of the proposed project, and where applicable and feasible, identifies recommended mitigation measures that would reduce impacts to acceptable levels of significance. No additional environmental effects would occur beyond those that have already been identified as part of this proposed project analysis, and no additional mitigation is required as a result of the proposed project's inclusion of passive recreational and open space areas on the project site. Therefore, impacts associated with adverse environmental impacts of recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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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 PM	D D	25.3 15.1	C 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 ImpactsIntersection 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 PM	D D	6.7 4.6	A A	6.8 4.7	A A	0.1 0.1
2	Carter Street and Guadalupe Canyon Parkway	Signal	AM PM	D D	15.5 13.2	B B	15.8 13.3	B B	0.3 0.1
3	Schwerin Street and Geneva Avenue	Signal	AM PM	D D	8.3 10.5	A B	9.0 11.4	A B	0.7 0.9
4	Schwerin Street and Ottilia Street	AWSC	AM PM	D D	8.1 7.6	A A	9.0 8.2	A A	0.9 0.6
5	Schwerin Street and Partridge	AWSC	AM PM	D D	7.6 7.6	A A	8.3 9.3	A A	0.7 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/Otilia 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.

4.18 TRIBAL CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size, or object with cultural value to the California Native American tribe and that is:				
i. listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.18.1 Environmental Setting

The Ohlone Tribe primarily occupied the coastline in the San Francisco Bay Area, stretching from San Francisco to Monterey Bay. The Ohlone concentrated near inland villages located on the Colma and San Bruno Creeks, as well as a seasonal village on the coast at Mussel Rock. The Ohlone were known to hunt deer, rabbits, fish, wild geese, and ducks in addition to gathering food such as nuts, roots, berries, and shellfish such as mussels and clams. Most of the fishing was done on the inland bay areas, while the coast provided sea otters and seals.

No Tribal Cultural resources were identified within the proposed project area, and pursuant to the Assembly Bill (AB) 52 process completed by the City, no tribes have requested consultation.

4.18.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The General Plan EIR not address the issue of “tribal cultural resources” because its publication in 2013 preceded the passage of California AB 52 of 2014, which expanded CEQA by defining this issue area as a new resource category.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to tribal cultural resources discussed in Chapter 2.11 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 2.11-5: Tribal Cultural Resources. The Plan Bay Area EIR analyzed the potential impact related to substantial adverse change to the significance of a Tribal Cultural Resource (TCR) as defined in PRC Section 21074 and determined that with the implementation of Mitigation Measure 2.11-5, the impact would be less than significant (Refer to Impact TRIB-1 in Section 4.18.3, Project-Specific Analysis).

PBA EIR MM 2.11-5: *If the implementing agency determines that a project may cause a substantial adverse change to a TCR, and measures are not otherwise identified in the consultation process required under PRC Section 21080.3.2, implementing agencies and/or project sponsors shall implement the following measures where feasible and necessary to address site-specific impacts to avoid or minimize the significant adverse impacts:*

- *Within 14 days of determining that a project application is complete, or to undertake a project, the lead agency must provide formal notification, in writing, to the tribes that have requested notification of proposed projects in the lead agency's jurisdiction. If it wishes to engage in consultation on the project, the tribe must respond to the lead agency within 30 days of receipt of the formal notification. The lead agency must begin the consultation process with the tribes that have requested consultation within 30 days of receiving the request for consultation. Consultation concludes when either: 1) the parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or 2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.*
- *Public agencies shall, when feasible, avoid damaging effects to any TCR (PRC Section 21084.3 (a)). If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process, new provisions in the PRC describe mitigation measures that, if determined by the lead agency to be feasible, may avoid or minimize the significant adverse impacts (PRC Section 21084.3 (b)). Examples include:*
 - *(1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.*
 - *(2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:*
 - *(A) Protecting the cultural character and integrity of the resource*
 - *(B) Protecting the traditional use of the resource*
 - *(C) Protecting the confidentiality of the resource.*
 - *(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.*

- (4) Protecting the resource.

4.18.3 Project-Specific Analysis

Impact TRIB-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to California Native American tribe, and that is:

- i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**
 - ii) **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**
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Impact Analysis

No known tribal cultural resources were identified at the project site or within 0.25 mile of the project site during the archival records search and literature review performed as part of the cultural resources inventory, and no tribes have requested consultation regarding the proposed project. A field survey of the project area did not identify any archaeological tribal resources at the project site and noted that the project site has been disturbed by grading, construction, and tilling for vegetation management.

The project site is currently developed, and portions are capped. Though very unlikely, subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered unique tribal cultural resources. Therefore, the proposed project would incorporate Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) and Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5), which requires implementation of standard inadvertent discovery procedures and worker awareness training to reduce potential impacts to previously undiscovered subsurface unique tribal cultural resources. With implementation of these mitigation measures, potential impacts would be reduced to a less than significant level.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure CUL-1 (PBA EIR MM 2.2-2) and Mitigation Measure TRIB-1 (PBA EIR MM 2.11-5) are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

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4.19 UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.1 Environmental Setting

Water Supply

The project site is served by the City's DWWP. A large portion of the City's water supply is received from the SFPUC, which provides water primarily from Hetch Hetchy Reservoir. Recycled water from the North San Mateo County Sanitation District wastewater treatment plant is always provided to the City whenever feasible.

The Urban Water Management Plan (UWMP) for the City addresses the water system operated by the DWWP and describes the water supply sources; magnitudes of historical and projected water use; and a comparison of water supply to demands during normal, single-dry, and multiple-dry years. The UWMP, prepared in accordance with the Urban Water Management Planning Act (AB 797 as amended), is required for every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet per year (AFY) of water to adopt and submit UWMPs every five years to the DWR.

According to the 2015 UWMP, the total water supply (from groundwater, purchased water [i.e., from SFPUC], and from recycled water) during normal water years from 2020 to 2035 would be 5,068 million gallons per year (or 15,553 AFY) (UWMP 2015).

Wastewater Treatment

According to the General Plan EIR, wastewater collection and pumping for the City is largely managed by the North San Mateo County Sanitation District (NSMCSD), which is a subsidiary of the City. However, wastewater collection and pumping for the project area is provided by the Bayshore Sanitary District, while wastewater treatment is provided by the SFPUC.

The SFPUC owns and operates three treatment plants including the Oceanside Plant, the Southeast Plant, and the North Point Facility. The Oceanside Plant and Southeast Plant operate 24-hours a day, 365 days a year, while the North Point Plant operates only when it rains (SFPUC 2020). On an average day the Oceanside Plant can treat 15 million gallons per day (mgd) of wastewater and the Southeast Plant can treat 60 mgd of wastewater (SFPUC 2014).

Stormwater Management

Municipalities are required to proactively control and regulate pollution from their municipal storm sewer systems in order to mitigate the potential detrimental impacts of urban runoff.

Stormwater management in the City is subject to the Municipal Regional Stormwater NPDES Permit for the San Francisco Bay Region, adopted in 2009. The City's Municipal Code contains regulations related to stormwater management in Title 14 of the Municipal Code. In addition, the State of California's Porter-Cologne Water Quality Control Act of 1969, and other state legislation require municipalities to protect water quality.

The intent of these various laws and permits is to mitigate potentially detrimental effects of urban runoff through proper site design and source control early in the development review process, and to provide guidance in the selection of appropriate BMPs. BMPs are defined as methods, activities, maintenance procedures, or other management practices for reducing the amount of pollution entering a water body.

Solid Waste

Solid waste services within the City are provided by Allied Waste Services. Waste collected from homes and businesses within the City is processed at the Mussel Rock Transfer Station. Material that cannot be recycled or composted is transferred to the Ox Mountain Sanitary Landfill near Half Moon Bay. The current permitted disposal acreage is 173 acres, with a closure date of the facility scheduled for 2034, with a longer period of operation allowed; pending renewal of the landfill's permit (CalRecycle 2019a). The landfill has a remaining capacity of 22,180,000 CY and has a maximum permitted capacity of 3,598 tons/day.

4.19.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

Chapter 3.13 of the General Plan EIR discusses the potential impacts on utilities and service systems. The General Plan EIR identified potentially significant impacts on utilities and service systems. However, existing local laws, as well as policies contained in the proposed General Plan, would reduce potential impacts on utilities and service systems to less than significant levels.

The following General Plan policies are applicable to the proposed project:

Policy RME-2: Require drought-resistant landscaping and water conserving irrigation methods in new developments, and encourage the replacement of existing water-intensive landscaping.

- Policy RME-4:** For development projects that will create water demand exceeding a pre-defined amount, require that developers provide a water supply analysis for the proposed project to demonstrate water availability to adequately serve the project.
- Policy RME-8:** Through the development of a Stormwater Management Program, ensure that all new development complies with the applicable municipal stormwater Municipal Regional Stormwater NPDES Permit by incorporating controls that reduce water quality impacts over the life of the proposed project in way that is both technically and economically feasible, and reduce pollutants in stormwater discharges to the maximum extent practicable.
- Policy RME-9:** Balance stormwater mitigation measures with the other inherent benefits of higher density development that is in close proximity to public transit (i.e., reduction of VMT on local and regional roadways to the extent permitted under the Municipal Regional Stormwater Permit).
- Policy SE-4.4:** Promote measures aimed at significantly decreasing solid waste generation, including community recycling. Require recycled materials storage and collection areas in accordance with requirements of the Recycling Ordinance.

Plan Bay Area EIR Summary

The following summarizes the potential impacts related to public utilities and facilities discussed in Chapter 2.12 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 2.12-1: Water Supply Entitlements and Resources. The Plan Bay Area EIR analyzed the potential impacts related to insufficient water supplies from existing entitlements and resources to serve expected development and determined that with the implementation of Mitigation Measures 2.12-1(a), 2.12-1(b), and 2.12-1(c), the impact would be less than significant. The proposed project is not considered a transportation project; therefore, Mitigation Measures 2.12-1(b) and 2.12-1(c) are not applicable (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-1(a): *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *For projects that could increase demand for water, project sponsors shall coordinate with the relevant water service provider to ensure that the provider has adequate supplies and infrastructure to accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements shall be identified in each project's CEQA documentation.*
- *Implement water conservation measures which result in reduced demand for potable water. This could include reducing the use of potable water for landscape irrigation (such as through drought-tolerant plantings, water-efficient irrigation systems, the capture and use of rainwater) and the use of water conserving fixtures (such as dual-flush toilets, waterless urinals, reduced flow faucets).*
- *Coordinate with the water provider to identify an appropriate water consumption budget for the size and type of project, and designing and operating the project accordingly.*
- *For projects located in an area with existing reclaimed water conveyance infrastructure and excess reclaimed water capacity, use reclaimed water for non-potable uses, especially landscape irrigation. For*

projects in a location planned for future reclaimed water service, projects should install dual plumbing systems in anticipation of future use. Large developments could treat wastewater onsite to tertiary standards and use it for non-potable uses onsite.

Impact 2.12-2: Wastewater Treatment Capacity. The Plan Bay Area EIR analyzed the potential impacts related to inadequate wastewater treatment capacity to serve new development and determined that with the implementation of Plan Bay Area Mitigation Measure 2.12-2 the impact would be less than significant (Refer to Impact UTIL-3 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-2: *Implementing agencies and/or project sponsors shall implement mitigation measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient wastewater treatment capacity exists for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned treatment capacity. If adequate capacity does not exist, project sponsors shall coordinate with the relevant service provider to ensure that adequate public services and utilities could accommodate the increased demand, and if not, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*
- Implementing agencies and/or project sponsors shall also require compliance with Mitigation Measure 2.12(a), and MTC shall require implementation of Mitigation Measures 2.12(b), and/or 2.12(c) listed under Impact 2.12-1, as feasible based on project- and site-specific considerations to reduce water usage and, subsequently, wastewater flows.*

Impact 2.12-3: Construction of New or Expanded Stormwater Drainage Facilities. The Plan Bay Area EIR analyzed the potential impacts related to construction of new or expanded stormwater drainage facilities, which could cause significant environmental impacts, and determined that with the implementation of Mitigation Measures 2.12-3(a), 2.12-3(b), and 2.12-3(c) the impact would be less than significant. The proposed project is not considered a transportation project, and therefore Mitigation Measures 2.12-3(b) and 2.12-3(c) are not applicable (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-3(a): *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- During the design and CEQA review of individual future projects, implementing agencies and project sponsors shall determine whether sufficient stormwater drainage facilities exist for a proposed project. These CEQA determinations must ensure that the proposed development can be served by its existing or planned drainage capacity. If adequate stormwater drainage facilities do not exist, project sponsors shall coordinate with the appropriate utility and service provider to ensure that adequate facilities could accommodate the increased demand, and if not, infrastructure and facility improvements shall be identified in each project's CEQA determination. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*
- For projects of greater than 1 acre in size, reduce stormwater runoff caused by construction by implementing stormwater control best practices, based on those required for a SWPPP.*

- *Model and implement a stormwater management plan or site design that prevents the post-development peak discharge rate and quantity from exceeding pre-development rates.*

Impact 2.12-4: Construction of New or Expanded Water and Wastewater Treatment Facilities. The Plan Bay Area EIR analyzed the potential impacts related to construction of new or expanded water and wastewater treatment facilities, which could cause significant environmental impacts, and determined with the implementation of Mitigation Measure 2.12-4 the impacts would be less than significant (Refer to Impact UTIL-1 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-4: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *For projects that could increase demand on water and wastewater treatment facilities, project sponsors shall coordinate with the relevant service provider to ensure that the existing public services and utilities could accommodate the increase in demand. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. The relevant public service provider or utility shall be responsible for undertaking project-level review as necessary to provide CEQA clearance for new facilities.*

Impact 2.12-5: Insufficient Landfill Capacity. The Plan Bay Area EIR analyzed the potential impacts related to insufficient landfill capacity to serve new development while complying with applicable regulations and determined that with the implementation of Mitigation Measures 2.12-5 the impact would be less than significant (Refer to Impact UTIL-4 in Section 4.19.3, Project-Specific Analysis).

PBA EIR MM 2.12-5: *Implementing agencies and/or project sponsors shall implement measures, where feasible and necessary based on project- and site-specific considerations that include, but are not limited to:*

- *providing an easily accessible area that is dedicated to the collection and storage of non-hazardous recycling materials*
- *maintaining or re-using existing building structures and materials during building renovations and redevelopment*
- *using salvaged, refurbished or reused materials, to help divert such items from landfills*
- *for transportation projects, diverting construction waste from landfills, where feasible, through means such as:*
 - *the submission and implementation of a construction waste management plan that identifies materials to be diverted from disposal*
 - *establishing diversion targets, possibly with different targets for different types and scales of development*
 - *helping developments share information on available materials with one another, to aid in the transfer and use of salvaged materials; and*
 - *applying the specifications developed by the Construction Materials Recycling Association (CMRA) to assist contractors and developers in diverting materials from construction and demolition projects, where feasible.*

4.19.3 Project-Specific Analysis

Impact UTIL-1 Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

AND

Impact UTIL-3 Result in a determination by the wastewater treatment provider, which serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Impact Analysis

Water

The proposed project would have a water demand of 114,000 gpd (approximately 128 AFY) for the residential, community center, Bayshore Park irrigation, and office space uses. Water would be provided by the existing pipelines on Schwerin Street, which has adequate capacity to serve this increase in daily water capacity. According to the water supply assessment (Appendix A), there would be sufficient water capacity to serve the proposed project.

Water supplies would be provided by the City's DWWP and SFPUC. According to the water supply assessment the total water supply available to the City (including from groundwater, purchased water, and recycled water) is estimated to be approximately 10,625 and 14,433 AFY between 2020 and 2040. The increase in water needed to support the proposed project would therefore represent a less than 1 percent increase in the total capacity estimated. Although the increase in water would result in a less than one percent increase in the estimated water capacity of the City, Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]) and Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4) would be required to ensure that coordination with the City's DWWP and SFPUC occurs to confirm that there would be sufficient capacity available to serve the proposed project. Therefore, impacts would be less than significant with mitigation incorporated.

Wastewater

The proposed project would be served by the BSD for wastewater collection and by the SFPUC for treatment. Based on available wastewater generation factors, the proposed project would generate a combined 114,126 gpd of wastewater, which would be an 82,966 gpd increase from existing conditions. This increase would represent approximately 0.0055 percent of the 15 mgd dry weather flow design capacity for the Oceanside Plant and 0.0014 percent of the 60 mgd dry weather flow design capacity for the Southeast Plant. Actual generation rates would likely be lower due to water conservation measures such as the 2019 California Green Building Standards Code, Title 24 of the CCR. Although the proposed project would result in a less than 1 percent increase in the wastewater treatment capacity of the SFPUC, Mitigation Measure UTIL-1 (PBA EIR MM 2.12-2), Mitigation Measure UTIL-2 (PBA EIR MM 2.12-4), and Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]) would be required to ensure that coordination with the SFPUC and BSD occurs and that there would be sufficient collection and treatment capacity available to serve the proposed project. Additionally, the increase in wastewater generated from the proposed project would flow to the existing 18-inch sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the Carlyle Pump Station located on 96 Industrial Way. No upgrades or capacity increase are

anticipated for this sewer line or pump station. Therefore, impacts would be less than significant with mitigation incorporated.

Stormwater

During construction, the proposed project would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition during each phase of construction. Due to the phased construction for the proposed project, each phase alone would have some potential to increase the rate or amount of surface runoff which may result in flooding or contribute runoff water which would exceed the capacity of existing stormwater drainage systems. In order to prevent this, each phase of construction would be designed to meet the City's requirements to limit stormwater discharge volumes and runoff rates to the pre-project condition, both overall and upon completion of each phase. This would prevent the need for additional stormwater drainage facilities to be constructed as a result of the proposed project (C. Gaumnitz, personal communication, March 24, 2020). Therefore, construction related impacts would be less than significant.

The project site design includes landscaped areas and permeable pavers that would retain and treat their own runoff. Treated runoff would be directly discharged from these features to the northeastern edge of the proposed project site via a 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition. Due to the stormwater treatment and retention measures incorporated into proposed project design in combination with the highly permeable site soils, the proposed project would not require the construction new stormwater drainage facilities offsite. The proposed project would require relocation of portions of the City's stormwater drainage system due to the placement of new structures during the phased development of the site. Any relocations would be required to be designed to accommodate a 100-year storm within the relocated sections to ensure that such relocations do not alter the City's existing system capacity. According to calculations in Appendix C, there would be sufficient stormwater capacity to serve the proposed project. Therefore, operational impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

The proposed project would include extension of the underground electricity and natural gas lines from existing facilities in Schwerin Street. The proposed project would include energy conservation features including homes that are energy efficient with a goal to exceed the state's current Title 24 requirements, by meeting current Tier 2 Energy Efficiency standards. Energy supplies would come from PG&E, which would have sufficient capacity to serve the proposed project. Telecommunication facilities currently exist via overhead power lines. No relocation or expansion of existing electricity capacity, natural gas capacity, or telecommunications facilities would be required for the proposed project, therefore there would be a less than significant impact.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure UTIL-1 (PBA EIR MM 2.12-1[a]), Mitigation Measure UTIL-2 (PBA EIR MM 2.12-2), Mitigation Measure UTIL-3 (PBA EIR MM 2.12-3[a]), and Mitigation Measure UTIL-4 (PBA EIR MM 2.12-4) are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact UTIL-2 Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**Impact Analysis**

Water supplies would be provided by the City's DWWP and SFPUC. According to the water supply assessment, the total water supply available to the City (including from groundwater, purchased water, and recycled water) is estimated to be approximately 10,625 to 14,433 AFY between 2020 and 2040 during normal water years. The increase in water needed to support the proposed project would therefore represent a less than 1 percent increase in the total capacity estimated during normal, single dry years, and multiple dry years. Therefore, the incremental increase in water consumption from the proposed project would be able to be served by existing and projected future supplies during normal, single dry years, and multiple dry years, and the impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

Impact UTIL-4 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**Impact Analysis**

Solid waste from the project site would be transferred to the Ox Mountain Landfill in Half Moon Bay. As described above, the Ox Mountain landfill is permitted to receive up to 3,598 tons of waste per day. Remaining capacity is approximately 22 million CY. The proposed project would increase the current 150 residential units to 555 residential units (and increase on 405 residential units). Using the waste generation factor for residential use of 12.23 pounds per unit (CalRecycle 2019b), the residential component of the proposed project would be expected to generate a total of 1,237 tons of waste disposal per year, or 3.39 tons of waste per day. In addition to the residential component, the child-care, community center, and office space components would employ an estimated 51 total employees. Using the waste disposal generation estimate for employee uses of 10.53 pounds per employee per day, the child-care, community center, and office space components would generate 1,335.55 tons per year, or 3.66 tons per day, as shown in Table 4.19-1.

Table 4.19-1: Estimated Proposed Project Solid Waste Generation

Project Component	Quantity (Existing/Proposed)	Generation Rate (lbs/day)	Pounds Per Day		Tons Per Day		Tons Per Year	
			Existing	Proposed	Existing	Proposed	Existing	Proposed
Residential Units (proposed)	150, 555	12.23	1834.5	6,787.65	0.92	3.39	336	1,237
Employees (proposed)	31, 51	10.53	326.43	537.03	0.16	0.27	58.4	98.55
Totals:	-	-	2,160.93	7,324.68	1.08	3.66	394.4	1,335.55

Note: lbs/day = pounds per day

Source: CalRecycle 2019b

Total waste generated for residential, child-care, community center, and office uses, based on the CalRecycle usage factors, is anticipated to be 1,335.55 tons per year, or, 3.66 tons per day. Based on the Ox Mountain permitted intake of 3,598 tons per day, project-generated waste would represent approximately 0.001 percent of daily capacity. The actual percentage would probably be less as all employees would not likely work 365 days per year.

Additionally, during construction of the proposed project, Mitigation Measure UTIL-5 (PBA EIR MM 2.12-5) would be required and would ensure that any current onsite materials that can be reused for the redevelopment are used. Mitigation Measure UTIL-3 also includes provisions for providing easily accessible areas that are dedicated to the collection and storage of non-hazardous recycling materials on the project site during construction and establishing diversion targets with different targets for different scales of development (operationally). Therefore, the proposed project contribution to solid waste facilities would be less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Mitigation Measure UTIL-5 (PBA EIR MM 2.15-5) is required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation.

Impact UTIL-5 Comply with federal, state, and local statutes and regulations related to solid waste?

Impact Analysis

As the City continues to promote additional diversion, there is expected to be no adverse impact on meeting waste diversion goals as a result of implementation of the proposed project. Additional waste generated by the proposed project would likely be further offset by increased diversion, though even at existing rates it is expected that there is sufficient landfill capacity to meet demand.

In accordance with state mandates, cities and counties must reduce per capita waste disposal through source reduction, recycling, and composting activities. The proposed project would include onsite recycling, which would comply with federal, state, and local statutes. Therefore, impacts are anticipated to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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4.20 WILDFIRE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones would the project;				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.20.1 Environmental Setting

Climate change is expected to increase the frequency and severity of wildfires in California by altering precipitation and wind patterns, changing the timing of snowmelt, and inducing longer periods of drought. In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies are responsible for federal lands in Federal Responsibility Areas. The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as SRAs, which are managed by CAL FIRE. All incorporated areas and other unincorporated lands are classified as Local Responsibility Areas (LRAs).

While all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204 and Government Code 51175-89). Factors that increase an area's susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE has identified two types of wildland fire risk areas: 1) wildland areas that may contain substantial forest fire risks and hazards, and 2) very high fire hazard severity zones. Each risk area carries with it code requirements to reduce the potential risk of wildland fires. Under state regulations, areas within very high fire hazard risk zones must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

There are no wildlands located within the City. According to CAL FIRE, there are not any very high fire hazard severity zones within the LRA in proximity to the project site. Likewise, there are no moderate, high, or very high fire hazard severity zones in the SRAs in the vicinity of the project site (CAL FIRE 2008).

4.20.2 Previous Environmental Analysis

City of Daly City General Plan EIR Summary

The General Plan EIR did not address the issue of “wildfire” because its publication in 2013 preceded adoption of the 2019 CEQA Appendix G Checklist Questions. Issues related to wildland fires are discussed in Chapter 3.7 of the General Plan EIR. According to the General Plan EIR, no portions of the City are classified as having a “Very High” fire threat. Though wildfire threat is present, implementation of General Plan policies would ensure adequate service from the NCFA. Therefore, the threat of fire hazard (in particular wildland fire) is less than significant.

Plan Bay Area EIR Summary

Although the Plan Bay Area EIR does not contain a separate section for analyzing impacts related to wildfires, Chapter 2.13 of the Plan Bay Area EIR evaluated the potential impacts related to hazards (including wildfire risk) that may result from future development. The Plan Bay Area EIR determined that impacts related to wildfire would be less than significant because there are existing state and local regulations and oversight in place that would effectively reduce the inherent hazard associated with development of areas with a high wildfire hazard risk to an acceptable level. No mitigation measures were identified.

4.20.3 Project-Specific Analysis

Impact WF-1 If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: that is:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
 - b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
 - c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
 - d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?
-

Impact Analysis

The proposed project is not located in an SRA or a very high fire hazard severity zone (CAL FIRE 2008). The project area is located in an urban area surrounded by existing development, including buildings, roadways, and associated infrastructure. Although the area does contain some landscaping and a few street trees, these are not considered wildland areas and would not pose a significant wildfire risk. The nearest wildland area is the San Bruno Mountain State and County Park, which is located approximately 0.36 mile southwest of the project site. Existing residences

and roadways separate this park from the project site. Additionally, the proposed project would be constructed to meet all safety standards related to potential fires contained in the CBC and the California Fire Code, including placement of new fire hydrants throughout the site. Therefore, the proposed project would have a less than significant impact related to wildfire risk.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less Than Significant Impact.

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4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the Project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Impact MFS-1 Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

AND

Impact MFS-3 Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Impact Analysis

The preceding analysis does not reveal any significant immitigable impacts to the environment. The project site is located within a highly urbanized area and is currently developed with the existing Midway Village area and Bayshore Park. As described in Section 4.4, Biological Resources, and Section 4.5, Cultural Resources, impacts related to the substantial degradation of the environment would be less than significant with mitigation incorporated, as necessary.

Additionally, the proposed project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to less than significant levels through the implementation of the applicable mitigation measures identified in Sections 4.3, Air Quality; 4.7, Geology and Soils; 4.9, Hazards and Hazardous Materials; 4.10, Hydrology and Water Quality; 4.11, Land Use; 4.13, Noise; 4.15 Public

Services; 4.17, Transportation; 4.18, Tribal Cultural Resources; and 4.19, Utilities and Service Systems. Therefore, the impact would be less than significant with mitigation.

Impact MFS-2 Does the Project have impacts that are individually limited, but cumulative considerable? (“Cumulative considerable” means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?

Impact Analysis

The proposed project was anticipated by and would be consistent with the General Plan EIR and General Plan, and Plan Bay Area EIR. As such, buildout of the proposed project zoning was anticipated and has been analyzed. As presented throughout this SCEA, all potential impacts associated with the proposed project would be reduced to less than significant levels with implementation of the identified mitigation measures. Adherence to applicable regulations, the Plan Bay Area 2040 (RTP/SCS) mitigation measures, and project-specific mitigation measures incorporated into the proposed project, the proposed project would not be expected to result in a considerable cumulative contribution to impacts on the environment. As such, the proposed project would also result in a less than significant cumulative impact.

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6.0 LIST OF PREPARERS

Principal in Charge	Trevor Macenski
Project Manager	Anna Radonich
Senior Air Quality Scientist.....	Elena Nuño
Senior Archaeologist.....	Alisa Reynolds
Principal Biologist.....	Michelle Tovar
Senior Biologist	Jared Elia
Senior Environmental Noise Analyst.....	Tracie Ferguson
Senior Environmental Planner	Caitlin Schroeder
Environmental Planner.....	Zoryana Pope
GIS/Graphics.....	Kaela Johnson
Technical Editor	Chris Broderick
Quality Reviewer	Christine Abraham

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APPENDIX A

2020 Water Supply Assessment



FINAL

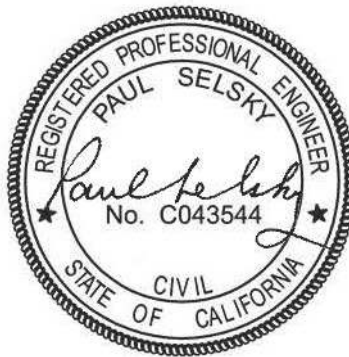
Water Supply Assessment for
Midway Village Redevelopment

Prepared for
City of Daly City
Daly City, California
January 2020

FINAL

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Daly City, California
January 2020



Paul Selsky, P.E.
February 5, 2020
California License C 43544
Engineer in Responsible Charge



201 North Civic Drive, Suite 115
Walnut Creek, CA 94595

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List of Abbreviations

ABAG	Association of Bay Area Governments	SGMA	Sustainable Groundwater Management Act
ACWD	Alameda County Water District	SSF	South San Francisco
AF	acre-feet	SVWTP	Sunol Valley Water Treatment Plant
AFY	acre-feet per year	SWRCB	State Water Resources Control Board
amsl	above mean sea level	USD	Union Sanitary District
BAWSCA	Bay Area Water Supply and Conservation Agency	USEPA	United States Environmental Protection Agency
BC	Brown and Caldwell	UWMP	Urban Water Management Plan
CCWD	Contra Costa Water District	WCIP	Water Conservation Implementation Plan
CIMIS	California Irrigation Management Information System	WSA	Water Supply Assessment
CWS	California Water Service	WSAg	Water Supply Agreement
Daly City	City of Daly City	WSAP	Water Shortage Allocation Plan
DWR	Department of Water Resources	WSIP	Water System Improvement Program
EBMUD	East Bay Municipal Utility District	WWTP	wastewater treatment plant
ETo	evapotranspiration		
ft ² .	square foot/feet		
°F	degrees Fahrenheit		
gpd	gallons per day		
gpm	gallons per minute		
GMP	groundwater management plant		
GSP	Groundwater Sustainability Plan		
GSR	groundwater storage and recovery		
HTWTP	Harry Tracy Water Treatment Plant		
I-280	Interstate 280		
in.	inch/inches		
ISA	Interim Supply Allocation		
ISG	Interim Supply GuaranteeSL Interim Supply Limitation		
LOS	level of service		
mgd	million gallons per day		
NPDES	National Pollutant Discharge Elimination System		
NSMCSD	North San Mateo County Sanitation District		
O&M	operations and maintenance		
PS	pump station		
RWS	Regional Water System		
SCVWD	Santa Clara Valley Water District		
SFPUC	San Francisco Public Utilities Commission		

Executive Summary

On behalf of the City of Daly City (Daly City), Brown and Caldwell (BC) prepared this Water Supply Assessment (WSA) for the proposed Midway Village Redevelopment. BC has prepared the WSA in accordance with the requirements of Senate Bill 610, now Water Code Sections 10910 and 10911.

The projected available potable water supplies under non-drought conditions for the Daly City water system in 2040 are 8,645 acre-feet (AF), and the estimated potable demand including this proposed development project is 7,397 acre-feet per year (AFY). Including recycled water supplies and demand, Daly City's total projected available water supplies are 15,553 AFY, and the estimated total demand including the proposed development project is 9,085 AFY. Thus, BC has determined that sufficient Daly City water supplies are available to serve the proposed Midway Village Redevelopment in normal conditions.

However, due to environmental concerns and pending legislation, this report identifies some uncertainty regarding future dry year supplies. BC based this determination on the following pertinent information:

- This WSA uses the 20-year water demand projections prepared and published in the 2015 Daly City Urban Water Management Plan (UWMP) (BC, 2016). The demands are based on the 2013 Association of Bay Area Governments (ABAG) demographic projections and include projected passive (plumbing and buildout code) and active conservation savings.
- As available, both groundwater and surface water supplies would provide water supplies needed to serve the proposed project. Currently, Daly City purchases treated surface water supplies from the San Francisco Public Utilities Commission (SFPUC). Historically, SFPUC has delivered sufficient surface water supplies. This analysis incorporates reductions in surface water supplies from SFPUC of up to 20 percent of average in dry years per the 2015 UWMP; however, per the letter from SFPUC to Bay Area Water Supply and Conservation Agency (BAWSCA) that includes WSA Language for BAWSCA (with corrections) dated July 31, 2019 (Appendix A), SFPUC faces potential for further reductions of its supply due to scenarios associated with the Bay-Delta Plan Amendment.
- Daly City has limited ability to increase groundwater pumping to enhance water supply reliability and address added demands. Daly City currently has a maximum groundwater safe yield of 3,839 AFY anticipated through 2040.
- Recycled water currently serves irrigation demands within Daly City and to nearby golf courses, which lowers the estimated demands for potable water and further enhances overall water supply reliability. Based on current practices, this recycled water supply is not expected to increase or further enhance potable water supply availability.

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Section 1

Introduction

This section discusses the purpose and scope of the Water Supply Assessment (WSA) and describes both the proposed Midway Village Redevelopment and the existing City of Daly City (Daly City) water system.

1.1 Purpose and Scope of Water Supply Assessment

Senate Bill 610, now codified as California Water Code sections 10910 and 10911, requires land use planning entities, when evaluating certain large development projects, to request an assessment of the availability of water supplies from the water supply entity that will provide water for the project. Such a WSA is performed in conjunction with a project's land-use approval process and must evaluate the sufficiency of the water supplies available to the water supplier to meet existing and anticipated future demands. The WSA must include the project's demand over a 20-year horizon that recognizes normal years, a single-dry water year, and multiple-dry years.

The WSA must identify any existing water supply entitlements, water rights, or water service contracts held by the water supplier or relevant to the identified water supply for the proposed project. The WSA also must document water quantities received in prior years by the public water system.

If the public water supplier relies on groundwater supplies, the WSA must describe all groundwater basins that will supply the proposed project. For each unadjudicated basin, the WSA should indicate whether the Department of Water Resources (DWR) has identified the basin as overdrafted or has projected that the basin will become overdrafted if present management conditions continue. Furthermore, the WSA should provide a detailed description of the efforts undertaken in the basin to eliminate the long-term overdraft condition.

1.2 Proposed Midway Village Redevelopment

The proposed Midway Village Redevelopment project will modify an existing 15-acre site, zoned Residential Low Density and Recreation per Figure LUE-1, Existing Land Use, in the Daly City 2030 General Plan (Appendix B). As shown in Figure 1-1, the site is bounded by Cypress Lane to the north, Schwerin Street to the west, Martin Street to the south, and the Toll Brothers site to the east. As shown on the drawings prepared by BKF Engineers and David Baker Architects and provided to BC on July 11, 2019 (Appendix C), the proposed project will have four phases plus buildout. It will remove 150 existing dwelling units and construct 555 new units, a childcare center, two parking garages (A with 407 spaces and B with 254 spaces), and a park. Per Figure LUE-3, Future Land Use, in the Daly City 2030 General Plan (Appendix B), the future land use will consist of medium density and public park.



Figure 1-1. Midway Village Redevelopment project site

Table 1-1 summarizes the proposed (buildout) land uses and size of the proposed Midway Village Redevelopment.

Table 1-1 Midway Village Redevelopment Land Uses at Buildout		
Land Use	No. of Units	Approximate Area ^a ft ²
Demolition of existing apartments	-155	-
Demolition of existing recreational area	-	-145,000
Multi-family residential	535	-
Single-family residential	20	-
Public park	-	145,000
Total increase	400	0

a. Approximate total building areas of all floor levels within the exterior walls as provided by the developer.
ft² = square foot/feet

1.3 Existing Daly City Service Area

This section describes the existing Daly City service area, location, climate, water system, and demographics.

1.3.1 Service Area Location

Daly City serves water to all residents and businesses within its City limits. Daly City does not serve two unincorporated pockets, surrounded generally by the Daly City boundaries. Figure 1-2 presents the location of the Midway Village Redevelopment project within the Daly City service area.

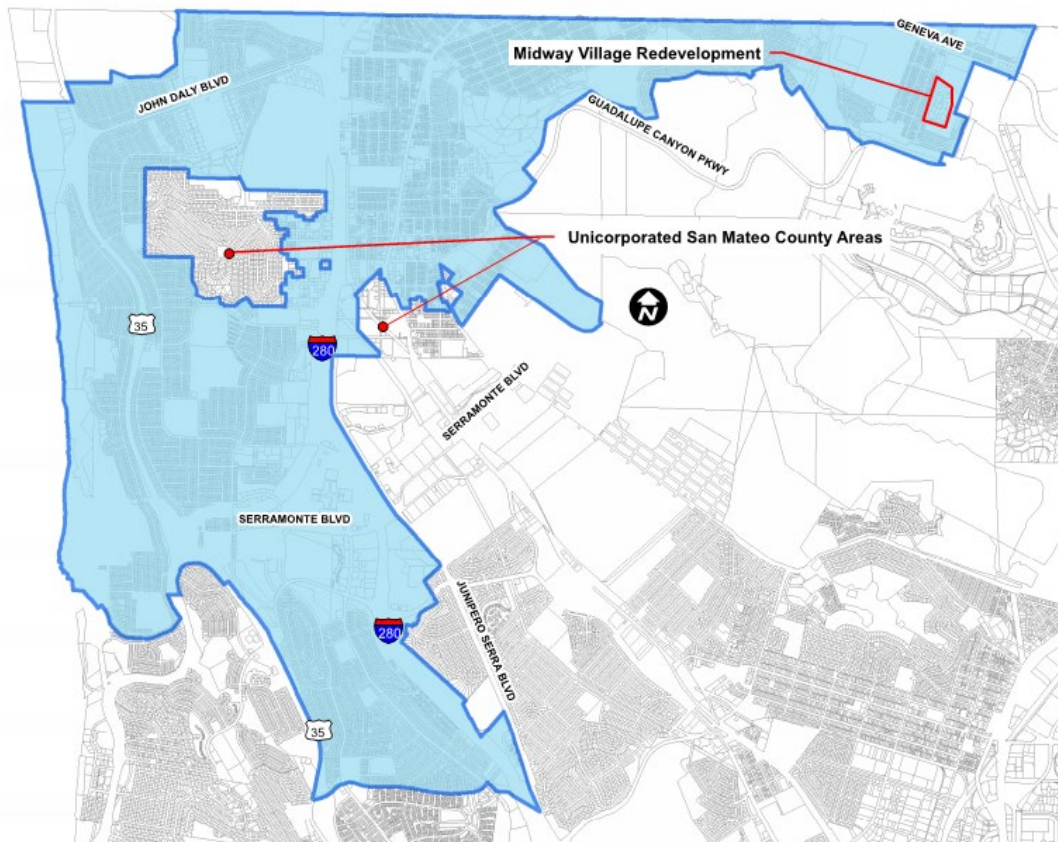


Figure 1-2. Daly City water service area and project location

Located in the northern part of San Mateo County, adjacent to the southern boundary of Daly City and County of San Francisco, Daly City is bounded on the east by the cities of South San Francisco (SSF), Colma, and Brisbane, San Bruno Mountain, and state and county parks; on the south by the cities of Pacifica and SSF; and on the west by the Pacific Ocean. Topography of the area is typical of the northern California coast. Near Daly City, the coast range rises to an elevation of 600 feet above mean sea level (amsl). A 2-mile-wide valley separates the coast range from San Bruno Mountain, which rises to a peak elevation of 1,300 feet amsl.

1.3.2 Service Area Climate

The Pacific Ocean moderates the Daly City climate. Precipitation typically occurs from October through April. BC found no direct-measured precipitation and evapotranspiration (ET_o) data for Daly City proper; however, Daly City's standard average ET_o can be assumed to be relatively close to the data from a California Irrigation

Management Information System (CIMIS) station located in Castroville. The Castroville CIMIS Station is located in the Monterey Bay Region, about 100 miles from Daly City, and is representative of the Daly City climate from the ocean side of San Francisco. BC obtained rainfall and temperature data from the Western Regional Climate Center station for the San Francisco Oceanside Station, which lies just north of Daly City. Coastal fog during the summer months and relatively mild winter temperatures produce monthly average minimum temperatures between 44 and 55 degrees Fahrenheit (°F) and monthly average maximum temperatures between 57°F and 66°F. The annual average precipitation is approximately 20 inches (in.). Normal monthly precipitation during the winter months is about 3 to 4 in.

Table 1-2 summarizes the standard average ET_o, rainfall, and monthly average minimum and maximum temperatures for Daly City.

Table 1-2. Daly City Climate				
Month	Standard Average ET _o in. ^a	Average Rainfall in. ^b	Average Minimum Temperature °F ^b	Average Maximum Temperature °F ^b
January	1.60	3.99	44.2	57.6
February	1.90	3.55	45.9	59.4
March	3.13	2.81	46.5	59.8
April	4.20	1.23	47.6	60.4
May	4.77	0.49	49.6	60.6
June	4.82	0.15	51.5	62
July	4.05	0.02	53.4	62.7
August	3.61	0.08	54.6	64
September	3.15	0.16	54.2	65.6
October	2.66	1.08	52.2	65.7
November	1.81	2.66	48.2	62.2
December	1.47	3.77	44.5	57.6
Annual	37.17	19.99	49.4	61.5

a. Reference ET_o data for the 1982 to 2019 period were obtained from the CIMIS website for Station 19 (Castroville) <http://www.cimis.water.ca.gov/cimis/frontMonthlyEToReport.do>.

b. Data from Western Regional Climate Center, San Francisco Oceanside Station (047767), period of record for monthly climate summary: 07/01/48 to 05/19/16.

1.3.3 Daly City Water System

Daly City receives a large portion of its water supply from SFPUC and supplements supply with groundwater pumped from seven local wells. During dry periods, groundwater makes up a larger proportion (up to 45 percent) of Daly City's supply. Daly City also uses tertiary recycled water from the North San Mateo County Sanitation District (NSMCS) Wastewater Treatment Plant (WWTP) wherever feasible to offset potable/aquifer water demands.

Daly City's water distribution system is divided into six zones across two defined geographical areas— the Westside System and the Eastside System, shown in Figure 1-3. The Westside System consists of the Westlake Pump Station (PS) and Hickey PS; the Eastside System consists of the Bayshore PS, Citrus PS, A Street Well Booster Zones (currently not in operation because of nitrates), and Reservoir 8 Booster PS.



Figure 1-3. Daly City water distribution schematic.

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On the Eastside System, water from the Citrus PS pumps to both Reservoir 1 and Reservoir 3. To facilitate equalization of system demand, the system has an intertie between these two reservoirs. Reservoirs 2, 2b, and 8 also store water for the Eastside System. On the Westside System, the Westlake PS pumps water to Reservoir 4. Reservoirs 5, 5b, 6, 6b, and 7 also store water for the Westside System.

1.3.4 Existing and Projected Demographics

This section describes the existing and projected Daly City population, housing, and employment based on information from the 2015 UWMP.

Daly City is the most populous city in San Mateo County and is projected to be the most populous through 2038, according to the Daly City 2030 General Plan (General Plan) (Daly City, 2013). Table 1-3 shows the historical and projected population, households, and employees based on the ABAG data used in the 2015 UWMP. The change in population from approximately 105,810 in 2015 to 124,159 in 2040 is about a 0.7 percent average annual growth rate.

Table 1-3. Historical and Projected Population, Households, and Employees							
	2010	2015	2020	2025	2030	2035	2040
Population	101,123	105,810	109,249	112,799	116,465	120,251	124,159
Households^a	31,090	31,275	33,615	34,005	34,390	34,415	35,775

a. Households projections are based on ABAG data for occupied housing units that assumes a 4 percent vacancy rate.

Source: 2015 UWMP (population data 2015-2040) and Bay Area Census (2010 data)

According to Daly City's General Plan, Daly City's predominant land use remains as lower-density residential development. Although this land use will remain true for quite some time, the density of new Daly City-approved development has increased markedly. Increasing development pressures and regional land use policies intended to promote more Bay Area residents living closer to where they work will place additional pressures on Daly City to allow private redevelopment of older buildings and increases in residential densities, all with fewer regulatory hurdles.

Daly City is a center for retail trades, primarily home furnishings and appliances, apparel, general merchandise, and eating and drinking establishments. Major shopping areas include Serramonte Shopping Center, Westlake Shopping Center, Pacific Plaza, and the Mission Street retail corridor.

Interstate 280 (I-280), running north and south, divides Daly City into two geographically distinct areas with different development characteristics. Older neighborhoods of medium-density, single-family housing are located east of I-280. Small corner markets and strip developments characterize businesses in this area. West of I-280 development is newer, primarily built after 1949. In this area, lower-density, single-family homes are concentrated around shopping centers often dedicated to serving a region rather than a local population. Daly City's limited manufacturing enterprises are located near the Cow Palace in the Bayshore neighborhood east of I-280.

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Section 2

Existing and Projected Water Demands

This section describes historical and projected water demand for Daly City with and without the Midway Village Redevelopment.

Per Water Code 10910, the information included in a WSA is dependent on whether the proposed development under question was accounted for in the most recently adopted UWMP. In this case, it is uncertain whether the 2015 UWMP demand projections for 2020-2040 included the Midway Village Redevelopment.

The basis of the 2015 UWMP demand projections is as follows:

- BC prepared the 2015 UWMP using demand projections from the previously completed WSA for the Serramonte Center Expansion Project (BC, 2015) as it included the most recent demand projections prepared for the City at that time.
- The WSA for the Serramonte Center Expansion Project referenced demand projections from the 2014 Bay Area Water Supply and Conservation Agency (BAWSCA) Demand and Conservation Projection (Maddaus Water Management, 2014).
- The 2014 BAWSCA report referenced the 2013 ABAG demographic projections, which include projected passive (plumbing and buildout code) and active conservation savings.

It is unclear whether the population-based 2013 ABAG demand projections account for redevelopment or densification of existing sites, such as Midway Village, in its analysis.

For the purposes of this WSA, we added projected demands for the Midway Village Redevelopment to the projected demands included in the 2015 UWMP. As the existing site is planned to be demolished prior to construction of the redevelopment, we subtracted demands for the existing site from these projections before adding the projected demands for the redeveloped site.

2.1 Historical Water Demand

Table 2-1 presents Daly City's historical water demand in 5-year increments. Water use has decreased substantially since 2010 due to voluntary water conservation during the drought period. Although drought conditions have improved recently, water use has not returned to pre-drought levels. Water conservation during drought periods has resulted in some permanent changes in customers' water use patterns.

Table 2-1. Daly City Historical Water Demand				
Water Use Sector	Historical Water Demand AFY			
	2005 ^a	2010 ^a	2015 ^b	2019 ^c
Single-family	4,401	3,908	3,416	3,408
Multi-family	1,933	1,708	1,574	1,665
Commercial	892	976	945	438
Industrial	127	-	0.3	399
Institutional/governmental	239	223	172	109
Landscape	244	131	138	134
Agricultural irrigation	0	0	0	0
Billed use subtotal	7,836	6,946	6,245	6,154
Conjunctive use pilot	3,071	2,204	-	-
Other uses ^d	40	40	-	-
Water losses ^{e, f}	405	365	486	N/A
Potable water production subtotal	11,352	9,555	6,731	6,154
Recycled water	476	547	853	134
Total	11,828	10,102	7,584	6,288

a. Data reference: WSA for Serramonte Center Expansion

b. Data reference: 2015 UWMP

c. Billing use data for Daly City from 9/25/2018 to 9/24/2019, provided by City staff.

d. Other uses include sewer flushing, hydrant flushing, and traveling meter (contractor).

e. Water losses not provided for 2019 but likely have not change percentage-wise from prior periods, i.e., less than 7 percent.

f. Adding a reasonable allowance for water losses would increase the 2019 usage to about 6,700 AF.

2.2 Projected Water Demand

This section describes the projected water demands for the existing Daly City water system and for the proposed Midway Village Redevelopment.

2.2.1 Daly City Water System Projected Water Demands

The projected demands presented in this document are from Daly City's 2015 UWMP.

Table 2-2 shows the projected water demand for the existing Daly City water system by water use sector. Table 2-2 does not include demands from the proposed Midway Village Redevelopment, only demands for the existing Midway site.

Table 2-2. Daly City System Projected Water Demands by Water Use Sector (without Midway Village Redevelopment)

Water Use Sector	Projected Water Demand, AFY				
	2020	2025	2030	2035	2040
Single-family	3,842	3,818	3,784	3,778	4,005
Multi-family	1,679	1,669	1,654	1,651	1,823
Commercial	961	954	945	942	804
Industrial	0	0	0	0	0
Institutional/governmental	218	218	215	215	178
Landscape irrigation	129	129	126	126	126
Agriculture	-	-	-	-	-
Billed use subtotal	6,828	6,788	6,724	6,712	6,936
Other uses ^a	-	-	-	-	-
Water losses	359	356	353	353	365
Potable water production subtotal	7,187	7,144	7,077	7,065	7,301
Recycled water ^b	1,688	1,688	1,688	1,688	1,688
Total	8,875	8,832	8,765	8,752	8,989

a. Other uses include sewer flushing, hydrant flushing, and traveling meter (contractor)

b. The current tertiary facilities' maximum production capacity is 3,100 AFY. Most of the recycled water distributed does not replace a potable water supply. Increase in future years is contingent on an additional recycled water facility being constructed and rated at 3.4 million gallons per day (mgd) for watering cemeteries in Colma and/or for groundwater regeneration. Per SFPUC letter to BAWSCA including WSA language for BAWSCA (with corrections), dated July 31, 2019 (Appendix A), this project is anticipated to be in operation by 2027.

Source: 2015 UWMP

Note: Midway Village Redevelopment water demands are not included in this summary.

It is important to note that due to projected passive and active conservation savings accounted for in the 2015 UWMP, projected water demands for existing customers likely will decrease slightly through 2035. Additionally, as water use has decreased substantially since the drought period, demand projections from the 2015 UWMP may now be overestimated. Daly City is currently preparing a Water System Master Plan that will include an updated water demand analysis to account for this decrease.

2.2.2 Proposed Midway Village Redevelopment Projected Water Demands

BC estimated the Midway Village Redevelopment water demands by combining unit water demand factors for each land use type with the square footage or dwelling units proposed for each land use as shown in Table 2-3.

Table 2-3. Midway Village Redevelopment Projected Water Demand and Allowance for Water Losses

Proposed Projects	No. of Units	Approximate Area ^a ft ²	Approximate Number of Occupants ^b	Land Use Classifications	Unit Water Demands ^{b,c}	Average Day Demands ^d AFY
Phase 1						
Building A/parking garage A	78	234,000 (86,000/148,000)	3.12	multiple-family residential	60 gpcd	16.4
Building A2	70	71,000	3.12	multiple-family residential	60 gpcd	14.7
Subtotal	148	305,000				31.0
Phase 2						
Building B	58	69,000	3.12	multiple-family residential	60 gpcd	12.2
Building B2 (childcare center)	36	50,500	3.12	multiple-family residential	60 gpcd	7.5
Building C	34	29,000	3.12	multiple-family residential	60 gpcd	7.1
Townhomes	22	27,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	150	175,500				31.5
Phase 3						
Building D/parking garage D	95	192,000 (103,500/88,500)	3.12	multiple-family residential	60 gpcd	19.9
Community center	-	5,500	-	multiple-family residential	0.135 gpsfpd	0.8
Townhomes	22	46,000	3.12	multiple-family residential	60 gpcd	4.6
Subtotal	117	51,500				25.4
Phase 4						
Building E	65	60,000	3.12	multiple-family residential	60 gpcd	13.6
Building F	40	45,000	3.12	multiple-family residential	60 gpcd	8.4
Townhomes	15	12,600	3.12	multiple-family residential	60 gpcd	3.1
Townhomes (ownership)	20	39,000	3.12	single-family residential	60 gpcd	4.2
Subtotal	140	156,600				29.4
Buildout						
Park ^e	-	145,000 (72,500)	-	public park	0.135 gpsfpd	11.0
Proposed project total		761,100				128.2

a. Approximate total building areas of all floor levels within the exterior walls provided by developer

b. Approximate number of occupants and unit water demands are from Near- and Long-Term Water Resources Planning (BC, 2012). Hotel: 60 gallons per day (gpd) per room. Theater/Restaurant/Gym: 0.135 gpsfpd

c. gpcd = gallons per capita per day; gpsfpd = gallons per square foot per day; gps = gallons per minute per sprinkler; gpd/rm = gallons per day per room

d. Average day demands converted to AFY

e. Water use for the proposed Bayshore Park is uncertain. BC assumed 50% of total area as landscaping and applied a demand factor of 0.135 gpsfpd

The total projected demand for the Midway Redevelopment is approximately 128 AFY or about 114,000 gpd.

2.2.3 Other Projected Water Demands

In 2012, BC prepared a Near- and Long-Term Water Resources Planning report for Daly City (BC, 2012), evaluating future water demands for future projects in Daly City. Although a WSA is not required by DWR guidelines (DWR, 2003) to consider other future developments (i.e. water supply is first come first served for new developments. In this case, Midway Village Development is included, but other potential future developments are not included), it is important to note that though Daly City has available water sources to supply the Midway Village Development, it may have issues supplying others in dry years. Per the study BC prepared in 2012, it was concluded that to meet future demands of projects planned to be constructed after 2018, Daly City would need to take one of two approaches:

1. Consider options for additional supply – Some options may include, but are not limited to, water transfers from other SFPUC wholesale customers, further groundwater exploration/development outside the existing developed groundwater basin, increased recycled water use, and/or increased conservation.
2. Decline projects seeking development approval – An obvious solution to the increasing supply deficit is to not approve further future development unless the developer clearly demonstrates a secured water right apart from Daly City's supplies that said developer can deliver to Daly City as a right in perpetuity.

The 2012 Water Resources Planning report anticipates a total estimated demand ranging from 732 AFY to 819 AFY (low to high range) to be needed for projects planned to be constructed after 2018. Note that the Midway Village was originally included in this estimate, with total estimated demands ranging from 80 to 84 AFY, which has since been revised. This section of the report is provided only for informational purposes and is not included in demand projections for Midway Village Redevelopment. Note also that the 2012 TM demands did not reflect the further reductions in Daly City water use flowing from additional conservation and decreased use in response to several water rate increases.

2.3 Total Projected Water Demand

Table 2-4 presents the projected demand for Daly City, including the proposed Midway Village Redevelopment project. As per an email provided to Daly City by the developer's engineer dated October 11, 2019, the developer expects to complete Phases 1 and 2 by 2025 and anticipates full buildout by 2030.

Table 2-4. Total Projected Water Production					
	Projected Water Demand, AFY				
	2020	2025	2030	2035	2040
Existing system (projected potable production) ^a	7,187	7,144	7,077	7,065	7,301
Demolition of existing Midway Village site ^b	0	-32	-32	-32	-32
Midway Village redevelopment (projected potable production) ^c	-	62	117	128	128
Subtotal (potable)	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Total	8,875	8,863	8,850	8,849	9,085

a. Source: Projected potable production includes water losses and other uses from 2015 UWMP

b. Source: Projected potable production for Midway Village Redevelopment is from Table 2-3. Dates shown in table are based on email from the developer's engineer dated October 11, 2019.

c. Source: Demands for existing Midway Apartments were provided for 2018 by City staff. These demands are considered to be negative once the existing site is demolished.

Daly City billing usage data show demands for the existing Midway Village apartment complex of 32 AFY and 33 AFY, for 2017 and 2018, respectively. Since Tables 2-1 and 2-2 incorporate demands for the existing site and new construction will demolish the existing site, we subtracted these demands from projected demands (from 2015 UWMP) and replaced them with proposed demands for the Midway Village Redevelopment.

Water Supplies

3.1 Surface Water

HETCH HETCHY REGIONAL WATER SYSTEM

This map illustrates the Hetch Hetchy Regional Water System, showing the flow of water from the Sierra Nevada to the San Francisco Peninsula and the Central Valley. Key features include:

- San Francisco Peninsula:**
 - San Francisco Bay:** The body of water to the north and west of the peninsula.
 - San Francisco:** The city area, including the **PENINSULA**.
 - SFO:** San Francisco International Airport.
 - San Andreas Fault:** A major geological fault running along the western edge of the peninsula.
 - Reservoirs and Treatment Plants:** Harry Tracy Water Treatment Plant, San Antonio Reservoir, Pilarcitos Reservoir, Crystal Springs Reservoir, and the **Pulgas Water Temple**.
 - Bay Division Pipelines Nos. 1 & 2:** Pipelines serving the northern part of the peninsula.
 - Bay Division Pipelines Nos. 3 & 4:** Pipelines serving the southern part of the peninsula.
- Central Valley:**
 - Hayward:** A city in the East Bay area.
 - Palo Alto:** A city in the South Bay area.
 - San Jose:** A city in the South Bay area.
 - Sunol Valley:** A valley area with the **Sunol Valley Water Treatment Plant** and **San Antonio Reservoir**.
 - San Joaquin:** A county area with the **San Joaquin Pipelines** and **Coast Range Tunnel**.
 - Calaveras Fault:** A major geological fault running through the Central Valley.
 - Calaveras Dam & Reservoir:** A dam and reservoir in the Central Valley.
- Sierra Nevada:**
 - Hetch Hetchy Reservoir:** The primary source of water for the system.
 - Cherry Lake:** A reservoir in the Sierra Nevada.
 - Lake Eleanor Reservoir:** A reservoir in the Sierra Nevada.
 - Cherry Power Tunnel:** A tunnel carrying water from the reservoirs.
 - Holm Powerhouse:** A powerhouse in the Sierra Nevada.
 - Canyon Power Tunnel:** A tunnel carrying water from the reservoirs.
 - O'Shaughnessy Dam:** A dam in the Sierra Nevada.
 - Kirkwood Powerhouse:** A powerhouse in the Sierra Nevada.
 - Early Intake Diversion Dam:** A dam in the Sierra Nevada.
 - Priest Reservoir:** A reservoir in the Sierra Nevada.
 - Moccasin Powerhouse and Reservoir:** A powerhouse and reservoir in the Sierra Nevada.
 - New Don Pedro Reservoir:** A reservoir in the Sierra Nevada.
 - Foot Hill Tunnel:** A tunnel carrying water from the Sierra Nevada.
- Other Features:**
 - Yosemite National Park:** A large national park in the Sierra Nevada.
 - Stanislaus National Forest:** A national forest in the Sierra Nevada.
 - San Joaquin River:** A river in the Central Valley.
 - Yosemit National Park:** A large national park in the Sierra Nevada.

Source: www.sfwater.org

Hydrology, physical facilities, and the institutional parameters that allocate the water supply from the Tuolumne River constrain the amount of imported water available to SFPUC's retail and wholesale customers. Due to these constraints, SFPUC depends highly on reservoir storage to increase reliability of its water supplies.

SFPUC serves its retail and wholesale water demands with an integrated operation of local Bay Area water production and imported water from Hetch Hetchy, which accounts for 85 percent of the RWS supply. In practice, the local watershed facilities operate to capture local runoff from parts of Alameda, Santa Clara and San Mateo (Peninsula) counties.

The Alameda and Peninsula watersheds provide the remaining 15 percent of SFPUC's water system. The Alameda watershed, located in the East Bay, represents about half of the local watershed supplies, with water captured and stored in two reservoirs—Calaveras and San Antonio. The Peninsula watershed captures runoff in three reservoirs—Crystal Springs, San Andreas and Pilarcitos—and represents the remaining half of SFPUC's supply.

SFPUC treats these local supplies at the Sunol Valley Water Treatment Plant (SVWTP) in Alameda County and the Harry Tracy Water Treatment Plant (HTWTP) in San Mateo County, which contribute 60 to 65 mgd and 40 to 45 mgd, respectively.

3.1.2 SFPUC Physical Constraints and Possible Limitations on Delivery Capacity

SFPUC has identified 265 mgd as the operational amount of water that can be delivered to the service area. From this amount, San Francisco reserves 81 mgd, and the remaining 184 mgd becomes the contractual supply guarantee provided to wholesale customers. The City and County of San Francisco uses about 32 percent of this supply, and the remaining 68 percent serves cities, water districts, and other private water companies located in Alameda, Santa Clara, and San Mateo counties.

Daly City previously had 12 SFPUC pipeline connections called turnouts. In March 2014, Daly City had three turnout meters disconnected (501 and 503 Carter and D Street) and flanged off. If needed, SFPUC can reconnect these connections quickly. This adjustment brings the total to nine. The remaining nine turnouts can theoretically supply approximately 31 mgd at a rate of about 21,800 gpm. Daly City has never drawn water from SFPUC aqueducts at this rate and never expects to do so. During normal well operation, the purchases from SFPUC contribute up to 50 percent of Daly City's annual water supply. Daly City also has emergency interconnections with the following water agencies:

- Westborough Water District
- California Water Service (CWS)
- North Coast County Water District
- Brisbane/Guadalupe Valley Municipal Improvement District

Note that all four of these agencies depend on SFPUC for most, if not all, of their water supply. Daly City can draw upon supply from these entities to cover a loss of supply for an emergency local to the Daly City water system, but these supplies will be unavailable if a SFPUC systemwide emergency should occur. SFPUC faces several limitations on its water facilities that now or in the near future will limit its ability to deliver water fully to its wholesale customers, including Daly City, such as during dry periods and/or peak demand periods.

Physical limitations during wet and average conditions. During wet and average conditions, the RWS may have enough water available from rainfall and the Sierra snowpack, but physical limitations may prevent SFPUC from fully delivering such water to its customers in the City of San Francisco as well as its wholesale customers during peak demand periods. These limitations result from hydraulic bottlenecks in its pipelines and tunnels, as well as fixed water treatment plant capacity at SVWTP and HTWTP. To relieve these bottlenecks, SFPUC plans to replace existing pipelines or tunnels with larger-diameter conduits or build new, parallel conduits. These facilities are generally critical during periods of peak demand (i.e., a series of hot summer or fall days). To enhance SFPUC's water supply system's ability to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply, SFPUC has undertaken the Water System Improvement Program (WSIP), approved October 31, 2008. Section 3.1.3 includes a recent update on SFPUC's WSIP.

Physical limitations during drought conditions. During drought conditions, the hydraulic limitations in SFPUC's delivery system will be a lesser concern and the problem will instead be relative supply. In most years, the system can meet required deliveries. If local runoff is low and Bay Area storage reservoirs are low, then SFPUC must bring more Sierra water than normal into the Bay Area to augment local supplies. During such periods, the existing conveyance capacity across the San Joaquin Valley could be limiting.

3.1.3 SFPUC Water System Improvement Program

The WSIP will deliver capital improvements aimed at enhancing SFPUC's ability to meet its water service mission of providing high-quality water to customers in a reliable, affordable and environmentally sustainable manner.

The \$4.6 billion WSIP consists of 87 projects—35 local projects located within San Francisco and 52 regional projects spread over seven counties between the Central Valley and San Francisco along the RWS. SFPUC is mandated by the state Wholesale RWS Security and Reliability Act to report on the Regional program annually (SFPUC, 2019). As of June 30, 2019 (end of FY2018-19), the regional projects were more than 97 percent complete. Construction is in progress on five regional projects valued at \$1.015 billion, while construction had been completed on 43 regional projects valued at \$2.715 billion. Besides closeout projects, two projects remain in pre-construction (the Alameda Creek Recapture Project and the Watershed and Environmental Improvement Program). In addition, Phase 2 of the Regional Groundwater Storage and Recovery Project is in design, while Phase 1 is nearing construction completion. The largest project in the program, Calaveras Dam Replacement, finished during FY2018-19 and is on track to be closed out by the end of December 2019. The overall WSIP completion schedule is driven by the closeout completion date for Regional Groundwater Storage and Recovery on December 30, 2021.

3.1.4 Legal Constraints

A number of legal agreements limit the amount of water that Daly City can receive from SFPUC, as described below. Under current agreements with SFPUC, Daly City's supply allocation is 4.292 mgd. Details on specific SFPUC water supply agreements are included below:

2018 Interim Supply Limitation (ISL). As part of its adoption of the WSIP in October 2008, SFPUC Commission adopted an ISL to limit sales from the RWS watersheds to an average annual of 265 mgd through 2018. The wholesale customers' collective allocation under the ISL was 184 mgd, and San Francisco's was 81 mgd. The Water Supply Agreement (WSAg) between the City and County of San Francisco and wholesale customers in Alameda County, San Mateo County and Santa Clara County, provides a framework for administering the ISL (SFPUC, 2009). BAWSCA has developed a strategy to address each of its member agencies' unmet needs flowing from the ISL through its Water Conservation Implementation Plan (WCIP) (Maddaus Water Management, 2009) and the Long-Term Reliable Water Supply Strategy Phase II Final Report (CDM Smith, 2015).

Interim Supply Allocation (ISA). The ISAs refer to each individual wholesale customer's share of the ISL. On December 14, 2010, SFPUC established each agency's ISA through 2018. In general, SFPUC based the allocations on the lesser of the projected fiscal year (FY) 2017–18 purchase projections or ISAs. The ISAs were effective only until December 31, 2018.

San Francisco's ISA was 81 mgd, and the wholesale agencies were 184 mgd. Daly City's ISA was 4.292 mgd through 2018. As stated in the WSAg, the wholesale customers do not concede the legality of SFPUC's establishment of the ISAs and Environmental Enhancement Surcharge, discussed below, and expressly retain the right to challenge either or both, when and if imposed, in a court of competent jurisdiction.

2009 WSAg. SFPUC's business relationship between San Francisco and its wholesale customers is, in large part, defined by the WSAg. The WSAg addresses the rate-making methodology used by SFPUC in setting wholesale water rates for its wholesale customers, in addition to addressing water supply and water

shortages for the RWS. The WSAg has a 25-year term with an option to extend its term. In terms of water supply, the WSAg provides for 184 mgd (expressed on an annual average basis) “Supply Guarantees” to SFPUC’s wholesale customers, subject to reduction, to the extent and for the period made necessary by reason of water shortage because of drought, emergencies, or by malfunctioning or rehabilitation of the RWS.

The WSAg does not guarantee that SFPUC will meet peak daily or hourly customer demands when its annual usage exceeds the Supply Guarantees. SFPUC’s wholesale customers have agreed to the allocation of the 184-mgd Supply Guarantees among them, with each entity’s share of the ISA to the WSAg. The ISA survives termination or expiration of the WSAg and Daly City’s Individual Water Sales Contract with San Francisco. The Water Shortage Allocation Plan (WSAP) between SFPUC and its wholesale customers, adopted as part of the WSAg in July 2009, addresses shortages of up to 20 percent of systemwide use. The Tier 1 Shortage Plan allocates water from the RWS between San Francisco retail and wholesale customers during systemwide shortages of 20 percent or less. The WSAg also anticipated a Tier 2 Shortage Plan adopted by the wholesale customers, which would allocate the available water from the RWS among the wholesale customers. Daly City and other member agencies are in Tier 2.

Interim Supply Guarantee (ISG). In 2009, Daly City, along with 25 other Bay Area water suppliers, signed a WSAg with San Francisco, supplemented by an individual Water Supply Contract. These contracts, which expire in 2034, provide for a 184-mgd (expressed on an annual average basis) Supply Assurance to SFPUC’s wholesale customers collectively. Daly City’s ISG is 4.292 mgd. Although the WSAg and accompanying Water Supply Contract expire in 2034, the Supply Assurance (which quantifies San Francisco’s obligation to supply water to its individual wholesale customers) survives their expiration and continues indefinitely.

Tier 1 Drought Allocations. In July 2009, in connection with the WSAg, the wholesale customers and San Francisco adopted a WSAP to allocate water from the RWS to retail and wholesale customers during systemwide shortages of 20 percent or less (the Tier 1 Plan). The Tier 1 Plan replaced the prior Interim WSAP, adopted in 2000, which also allocated water for shortages up to 20 percent. The Tier 1 Plan also allows for voluntary transfers of shortage allocations between SFPUC and any wholesale customer, and between wholesale customers themselves. In addition, wholesale customers who have banked water through usage reductions greater than required may transfer banked water to other wholesale customers. The Tier 1 Plan, which allocates water between San Francisco and the wholesale customers collectively, distributes water based on the level of shortage as shown in Table 3-1.

Table 3-1. SFPUC and Wholesale Purchasers Share of Water		
Level of Systemwide Reduction in Water Use Required	Share of Available Water	
	Wholesale Customers Share	SFPUC Share
5% or less	35.5%	64.5%
6–10%	36.0%	64.0%
11–15%	37.0%	63.0%
16–20%	37.5%	62.5%

The Tier 1 Plan will expire at the end of the WSAg term unless extended by San Francisco and the wholesale customers.

Tier 2 Drought Allocations. The wholesale customers have negotiated and adopted the Tier 2 Plan, the second component of the WSAP that allocates the collective wholesale customer share among each of the 26 wholesale customers.

The Tier 2 allocation's formula takes multiple factors for each wholesale customer into account:

- ISG
- Seasonal use of all available water supplies
- Residential per capita use

The water made available to the wholesale customers would be divided among the wholesale customers who have supplies above their needs as determined among the BAWSCA agencies under the Tier 2 Plan. That amount is proportional to each wholesale customer's Allocation Basis, expressed in mgd, which in turn is the weighted average of two components. The first component is the wholesale customer's ISG, as stated in the WSAg, and is fixed. The second component, the Base/Seasonal Component, is variable and is calculated using the monthly water use for three consecutive years prior to the onset of the drought for each of the wholesale customers for all available water supplies. The second component is based on twice the weight of the first, fixed component in calculating the Allocation Basis. Minor adjustments to the Allocation Basis then are made to ensure a minimum cutback level, a maximum cutback level, and a sufficient supply provided for all wholesale customers. The Allocation Basis is used in a fraction, as numerator, over the sum of all wholesale customers' Allocation Bases to determine each wholesale customer's Allocation Factor.

The final shortage allocation for each wholesale customer is determined by multiplying the amount of water available to the wholesale customers collectively under the Tier 1 Plan by the wholesale customer's Allocation Factor. The Tier 2 Plan requires that BAWSCA calculate the Allocation Factors each year in preparation for a potential water shortage emergency. As the wholesale customers change their water use characteristics (e.g., increase or decrease SFPUC water purchases and use of other water sources, changes in monthly water use patterns, or changes in residential per capita water use), the Allocation Factor for each wholesale customer also will change; however, for long-term planning purposes, each wholesale customer must use as its Allocation Factor the value identified in the adopted Tier 2 Plan, when adopted.

The Tier 2 Plan was originally set to expire in 2018 unless extended by the wholesale customers. Per BAWSCA's October 9, 2019 meeting minutes, in light of uncertainties surrounding new statewide water use efficiency requirements, it was recommended that the Board extend the present Tier 2 Plan for one more calendar year to December 31, 2020 (BAWSCA, 2019).

3.1.5 2018 Bay-Delta Plan Amendment¹

The Bay-Delta Plan Amendment is another policy impacting SFPUC's future supply during dry years. In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives that maintain the health of the Bay-Delta ecosystem. By law, SWRCB regularly reviews this plan. SWRCB developed the adopted Bay-Delta Plan Amendment with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 40 percent of the "unimpaired flow"² on the three tributaries from February through June in every year type, whether wet, normal, dry, or critically dry.

If SWRCB implements the Bay-Delta Plan Amendment, SFPUC will be able to meet its contractual obligations to its wholesale customers as presented in SFPUC's 2015 UWMP in *normal years*. SFPUC's 2015 UWMP already assumes shortages in single and multiple-dry years through 2040, but implementation of the Bay-Delta Plan Amendment will result in *greater shortages*. SWRCB has stated that it intends to implement the

¹ Text from this section is copied from BAWSCA's Water Supply Reliability Information for BAWSCA Member Agencies' Water Supply Assessments (with Corrections). (SFPUC, 2019).

² Unimpaired flow represents the water production of a river basin, unaltered by upstream diversions, storage, or export or import of water to or from other watersheds. (SFPUC, 2019).

Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming it obtains all required approvals by that time. Implementation of the Plan Amendment is uncertain for several reasons.

First, under the Clean Water Act, the United States Environmental Protection Agency (USEPA) must approve the water quality standards identified in the Plan Amendment within 90 days from the date the approval request is received. By letter dated June 11, 2019, USEPA rejected the SWRCB's two-page submittal as inadequate under the requirements of the Clean Water Act. Pursuant to USEPA's letter, SWRCB has 90 days to respond with a submittal that complies with the law. Currently, USEPA has neither approved nor disapproved of any of the revised water quality objectives. It is uncertain whether the USEPA will approve or disapprove the water quality standards in the future. Furthermore, the determination could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both state and federal court challenging the SWRCB's adoption of the Bay-Delta Plan Amendment, including two legal challenges filed by the federal government at the request of the U.S. Department of Interior, Bureau of Reclamation, in state and federal courts. These cases are in the early stage and the courts have made no dispositive rulings yet.

Third, the Bay-Delta Plan Amendment is not self-implementing and does not allocate responsibility for meeting its new flow requirements to SFPUC or any other water rights holders. Rather, the Plan Amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the 401 certification process in the Federal Energy Regulatory Commission's relicensing proceeding for Don Pedro Dam. Currently the license amendment process should finish in the 2022-23 timeframe. This process and the other regulatory and/or adjudicatory proceedings likely would face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility (and therefore a different water supply impact on SFPUC).

Fourth, in recognition of the obstacles to implementing the Bay-Delta Plan Amendment, SWRCB Resolution No. 2018-0059 adopting the Bay-Delta Plan Amendment directed staff to help complete a "Delta watershed-wide agreement, including potential flow measures for the Tuolumne River" by March 1, 2019, and to incorporate such agreements as an "alternative" for a future amendment to the Bay-Delta Plan to be presented to the SWRCB "as early as possible after December 1, 2019." In accordance with the SWRCB's instruction, on March 1, 2019, SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could serve as the basis for a voluntary substitute agreement with the SWRCB (March 1st Proposed Voluntary Agreement). On March 26, 2019, SFPUC adopted Resolution No. 19-0057 to support SFPUC's participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and the leadership of the Newsom administration. The negotiations for a voluntary agreement have made significant progress since the Department of Fish and Wildlife and DWR presented the initial framework to the SWRCB on December 12, 2018. The package submitted on March 1, 2019, is the product of renewed discussions since Governor Newsom took office. While significant work remains, the package represents an important step forward in bringing together diverse California water interests.

For all these reasons, whether and when SWRCB will implement the Bay-Delta Plan Amendment and how those amendments, if implemented, will affect SFPUC's water supply currently are uncertain and possibly speculative. Given this uncertainty, SFPUC has analyzed water supply and demand through 2040 under three scenarios:

1. No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement (Scenario 1)
2. Implementation of the March 1st Proposed Voluntary Agreement (Scenario 2)
3. Implementation of the Bay-Delta Plan Amendment (Scenario 3)

3.1.6 Dry Year Water Supplies³

As discussed in Section 3.1.3, SFPUC is nearing completion of its WSIP. Since adoption of SFPUC's UWMP and the 2015 Daly City UWMP, the following milestones have occurred, which improve dry year water supplies:

- Calaveras Dam Replacement Project – Construction of the new dam was completed in September 2018, and the overall project was completed in June 2019.
- Regional Groundwater Storage and Recovery Project – Construction of this project is still underway. Phase 1, consisting of installing 13 production wells. Since May/June 2016, the project has been in a storage phase through periodic deliveries of RWS surface water in lieu of groundwater pumping by Daly City, San Bruno, and the California Water Service Company.

3.1.7 Additional Water Supplies⁴

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations to RWS supply during dry years, SFPUC is increasing and accelerating its efforts to acquire additional water supplies and exploring other projects that would increase overall water supply resilience. Developing these additional supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. In addition to the Daly City Recycled Water Expansion project, which was a potential project identified in the 2015 UWMP and had committed funding at that time, SFPUC has taken action to fund the study of potential additional water supply projects. Capital projects under consideration to develop additional water supplies include surface water storage expansion, recycled water expansion, water transfers, desalination, and potable reuse. SFPUC also is considering developing related policies and ordinances, such as funding for innovative water supply and efficiency technologies, and requiring potable water offsets for new developments. Appendix A presents a more detailed list and descriptions of these efforts.

The capital projects that are under consideration would have significant cost and are still in the early feasibility or conceptual planning stages. Because many of these water supply projects would take 10 to 30 or more years to implement, and because required environmental permitting negotiations may reduce the amount of water that can be developed, aside from the Daly City Recycled Water Expansion SFPUC does not incorporate the yield from these projects now into SFPUC supply projections included in this WSA.

Even if all the capital projects above are implemented, the total amount of water and storage yielded would not be enough to make up for the dry year shortfall that may result from implementing the Bay-Delta Plan Amendment as adopted, and would occur years after such shortfalls begin. Thus, SFPUC continues to proactively explore opportunities for reuse and innovation.

3.1.8 Projected SFPUC Supply⁵

Sections 3.1.4 through 3.1.7 include text from SFPUC's Water Supply Reliability Information for BAWSCA Member Agencies' WSA (Appendix A); however, supply and demand projections included in Appendix A only apply to Tier 1 of SFPUC's WSAP.

As shown in Table 1 of Appendix A, under Scenario 1 without implementation of the Bay-Delta Plan Amendment, RWS supplies would meet wholesale demands (i.e., contractual obligations) in all normal years, single-dry water years, and the first year of the 8.5-year design drought. During subsequent drought years,

³ Text from this section is copied from BAWSCA's Water Supply Reliability Information for BAWSCA Member Agencies' Water Supply Assessments (with Corrections). (SFPUC, 2019).

⁴ Text from this section is copied from BAWSCA's Water Supply Reliability Information for BAWSCA Member Agencies' Water Supply Assessments (with Corrections). (SFPUC, 2019).

⁵ Text from this section is copied from BAWSCA's Water Supply Reliability Information for BAWSCA Member Agencies' Water Supply Assessments (with Corrections). (SFPUC, 2019).

shortfalls would range from 31 to 60 mgd, or 17-33 percent, and increase into the outer years of the design drought.

Per discussions with BAWSCA, procedures for determining RWS supply availability for each Tier 2 wholesale customer are still unclear due to uncertainties with the Bay-Delta Plan Amendment.

Scenario 1: No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement

Under Scenario 1, there is no change to wholesale allocation under the WSAP, but in multiple-dry years, Year 2 and Year 3 wholesale customers will require Tier 2 of the WSAP. During Years 2 and 3, wholesale customers will be limited to 64 percent of the Supply Assurance, or 152.6 mgd.

Scenario 2: Implementation of the Voluntary Agreement.

As stated earlier, because SWRCB has not accepted the March 1st Proposed Voluntary Agreement as an alternative to the Bay-Delta Plan Amendment, the shortages that would occur with its implementation are not known with certainty; however, given that the objectives of the Voluntary Agreement are to provide fishery improvements while protecting water supply through flow and non-flow measures, the RWS supply shortfalls under the Voluntary Agreement would be less than those under the Bay-Delta Plan Amendment and, therefore, would require rationing of a lesser degree than that which would occur under Scenario 3. The degree of rationing also would more closely align with SFPUC's RWS level of service (LOS) goal of limiting rationing to no more than 20 percent on a systemwide basis in drought years. In 2008, SFPUC adopted this goal (Resolution No. 08-0200).

Scenario 3: Under implementation of the Bay-Delta Plan Amendment, the RWS is projected to experience significant shortfalls in single-dry and multiple-dry years starting as soon as 2022 and through 2040. If additional water supplies were not acquired before SWRCB implemented the Bay-Delta Plan Amendment, SFPUC would impose wholesale customer rationing to help balance water supply deficits during dry years.

Given the reduction severity in RWS supply with Bay-Delta Plan Amendment implementation, existing and planned dry-year supplies would be insufficient to meet projected wholesale water demand obligations without rationing above SFPUC's RWS LOS goal of limiting rationing to 20 percent on a systemwide basis for all dry years starting as soon as 2022. Although the WSAP does not address implications to supply during systemwide shortages above 20 percent, the WSAP indicates that if a systemwide shortage greater than 20 percent were to occur, RWS supply would be allocated between retail and wholesale customers per the rules corresponding to a 16 percent to 20 percent systemwide reduction, subject to consultation and negotiation between SFPUC and its wholesale customers to modify the allocation rules.

3.2 Groundwater

Groundwater is one of Daly City's two primary water sources. When all components are in full operation, Daly City has six active wells with a combined capacity of about 2,950 gpm (4.25 mgd or 4,760 AFY); Daly City will use no more than five wells simultaneously because the sixth well serves as a backup well. Daly City has one additional well, the A Street Well, that presently is out of service because of elevated nitrate and hexavalent chromium concentrations in the pumped water.

In December 2014, Daly City, along with SFPUC, City of San Bruno, and CWS entered into a comprehensive Groundwater Storage and Recovery (GSR) Agreement among the municipal pumpers within the South Westside Basin Aquifer to self-limit pumping within the aquifer at no more than 6.90 mgd, from which Daly City's aggregated designated quantity is an annual average rate of 3.43 mgd (3,839 AFY).

This section describes Daly City's groundwater supply/capacity, current use, water rights, and projected use.

3.2.1 Description

The aquifer that underlies most of Daly City is within the Westside Groundwater Basin (Westside Basin, Basin 5-35 as defined by DWR). The Westside Basin underlies parts of San Francisco and northern San Mateo county. The basin extends from Golden Gate Park in the north past the San Francisco Airport in the south. The basin extends to the west beneath the Pacific Ocean, at least as far as the San Andreas Fault in the north, the Serra Fault further south, and to the east an unknown distance beneath San Francisco Bay. The cities of San Francisco, Daly City, SSF, Colma, San Bruno, Millbrae and parts of Burlingame and Hillsborough lie above the basin.

The Westside Basin is a buried valley, with the walls and valley floor formed by rock with a mixture of coarse and fine-grained sediments as much as 3,700 feet thick in parts of the basin that fill this rock-bordered valley. The coarse-grained sediments consist of sand and gravel, and the fine-grained sediments consist of silt and clay. Sand and gravel can transmit substantial water quantities to wells, whereas silt and clay impede groundwater movement. Silt and clay deposits that form semi-continuous beds can effectively isolate the water table from the underlying aquifer. Groundwater in the shallow water table aquifer is referred to as "unconfined"; underlying aquifer, separated from the water table by continuous and semi-continuous fine-grained beds, are referred to as "confined". Both unconfined and confined conditions occur in the Westside Basin.

The Westside Basin has been a primary and reliable source of municipal and irrigation water supply for more than a century. Groundwater pumping currently supplies approximately 30 percent of the total water used in the basin. Groundwater pumping supplies water for the communities of Colma, SSF, San Bruno, and Daly City. Groundwater can supply as much as 60 to 70 percent of Daly City's supply during an emergency or drought scenario, with the exception of recycled water currently pumping for irrigation to four golf courses (Olympic Club [two courses], San Francisco, Harding Park, and Lake Merced), two city parks (Westlake and Marchbank) and median strips along John Daly Boulevard, Junipero Serra Boulevard, and the Westlake off ramp.

In 2014, the California Legislature enacted the Sustainable Groundwater Management Act (SGMA), with subsequent amendments in 2015. The SGMA requires groundwater management in priority groundwater basins, which includes forming Groundwater Sustainability Agencies (GSA) developing Groundwater Sustainability Plans (GSP) for groundwater basins or subbasins designated by DWR as medium or high priority. DWR identified such basins in Bulletin-118, 1980, and Bulletin 118, Update 2003 (DWR, 2003); DWR did not identify the Westside Basin (DWR, 2003). In August 2015, DWR issued an updated final list of critically over-drafted basins, which did not include Westside Basin (DWR, 2016c).

In 1992, the California Legislature passed Assembly Bill 3030, which declared that groundwater is a valuable natural resource, and authorized local agencies to develop groundwater management plans (GMP) voluntarily to ensure water quality and maximize supply. Each of the municipal and private agencies that have a direct stake in the Westside Basin has participated in an ongoing bi-annual testing program that measures well levels and groundwater quality. The agencies also participated in an intensive review of groundwater usage and conditions as part of developing a regional groundwater model. Daly City acted as lead agency in developing a unified groundwater model. This model serves as the basis for providing a meaningful tool for decision makers on the Westside Basin management, including pursuit of a formalized basin management program.

Without management plans and changes to current operations, increasing competition for water in California may negatively affect groundwater basins and could result in saltwater intrusion, groundwater contamination, or land subsidence. In 1997, to respond to the benefits of managing the basin and ensure

local control of the process, SFPUC and the cities of San Bruno and Daly City, together with CWS, formed a partnership to develop a groundwater master plan for the Westside Basin that includes:

- Groundwater storage and quality monitoring
- Saltwater intrusion control
- Conjunctive use
- Recycled water
- Source water protection

3.2.2 Conjunctive Use

Daly City entered into a pilot conjunctive use program with SFPUC with the goal of enhancing regional water resource management. The project's first phase, which concluded in November 2003, took advantage of the availability of surplus SFPUC system water at a reduced cost. In the exchange, Daly City agreed to use more SFPUC system water and reduce pumping groundwater from the Westside Basin. This action provided the opportunity to observe basin response from recharge that takes place because of the reduced groundwater pumping. The second phase of conjunctive use began in March 2004 and continued into 2011, and had promising results. The demonstration project assessed, in part, the feasibility of a permanent program. As tentatively outlined, the program would:

- Increase groundwater levels in the Westside Basin
- Reduce the potential for seawater intrusion
- Develop increased SFPUC system yield from the overall surface and groundwater system
- Potentially improve conditions at Lake Merced

Initial results from this project showed that groundwater levels increased within the basin. Daly City has an added benefit of saving its local resource, resulting in enhanced emergency and drought protection. With the promising results of the pilot conjunctive use program, the WSIP and GSR Project proceeded with the construction of up to 16 new recovery wells and associated facilities, such as pumping systems, pipelines, and chemical treatment equipment. Phase 2 of the project is in design, while Phase 1 is nearing construction completion. The project anticipates completion in 2021 (SFPUC, 2019).

During the pilot program, SFPUC determined that a theoretical storage of about 61,000 AF of additional water is available in the Westside Basin. An assessment of the available groundwater yield for extended periods on the South Westside Basin was completed. As it currently does, Daly City plans to adjust the output of its wells and the flow rate of water it purchased from SFPUC to create a blend of water that consistently meets all water quality standards. For further detail, see Brown and Caldwell's (BC) Permit Amendment to Domestic Water Supply System Number 4110013 (BC, 2016). The WSA describes "put" and "take" concepts associated with conjunctive water use. SFPUC is installing new wells as a systemwide asset of SFPUC (thereby becoming a joint asset), the terms for which can be found in the 2009 WSA, Section 3.17. Under this section, Daly City would defer payment of stored conjunctive use system water until actual extraction of that water occurs; Daly City would pay SFPUC at the then-applicable wholesale rate of SFPUC system surface water.

3.2.3 Groundwater Reliability

Table 3-2 shows that Daly City historically has pumped less than the designated annual average rate of 3.43 mgd (3,839 AFY), even with increased groundwater from 2012 through 2014.

Due to the conjunctive use program's implementation, Daly City did not use any water from its groundwater wells from June 2016 through 2019 (see Table 3-2). In the prior 5-year period (2010 through 2015), groundwater was, on average, 40 percent of the water supply. In dry years, Daly City extracts groundwater from the basin. Daly City anticipates continued groundwater reliability as part of its ongoing efforts.

Table 3-2. Groundwater Volume Pumped

Basin name	Volume Pumped, AFY ^a							
	2012	2013	2014	2015	2016	2017	2018	2019
Westside basin	3,778	3,351	3,452	1,979	876	0	0	0
Total	3,778	3,351	3,452	1,979	876	0	0	0
Groundwater as a percent of total water supply ^b	43%	38%	N/A	26%	11%	0%	0%	0%

a. Does not include groundwater pumped for conjunctive use pilot study

b. Total supply data is presented in Table 3-5

Source: 2015 UWMP and data provided by City staff for 2016-2019.

Table 3-3 is summary of projected groundwater supplies per the 2015 UWMP.

Table 3-3. Reasonably Available Groundwater Volume

Basin Name	Volume, AFY				
	2020	2025	2030	2035	2040
Westside basin	3,839	3,839	3,839	3,839	3,839
Total	3,839	3,839	3,839	3,839	3,839
Groundwater as a percent of total water supply ^a	33%	33%	25%	25%	25%

a. Total supply data is presented in Table 3-5

Source: 2015 UWMP

3.3 Recycled Water

NSMCSD manages wastewater collection and treatment for a majority of Daly City. Daly City collects all wastewater flows from Daly City (excluding storm water runoff and a small part of Daly City that is tributary to the City of San Francisco sewers) and treats it at the NSMCSD WWTP.

In 2004, Daly City completed a \$7.5 million tertiary treatment project at the WWTP. The upgrades provided Daly City with an unrestricted tertiary recycled water capacity of approximately 3,100 AFY. Daly City currently uses approximately 1,200 AFY of its unrestricted tertiary recycled water. The recycled water program currently pumps recycled water to irrigate four golf courses (Olympic Club—two courses, San Francisco, and Lake Merced), two city parks (Westlake and Marchbank) and median strips along John Daly Boulevard, Junipero Serra Boulevard and Westlake off ramp.

Daly City/NSMCSD are currently evaluating the remaining unrestricted recycled water potential. NSMCSD, in conjunction with SFPUC, is conducting a feasibility study to identify and evaluate alternatives and feasibility that would result in adding recycled water irrigation at Colma's cemeteries and Daly City facilities and schools.

Along with other SFPUC wholesale customers and members of the Westside Basin Partners, Daly City has participated in discussions around an expanded recycled water plant as discussed in Section 3.17. The Daly City recycled water expansion project includes a 2.89-mgd expansion of the existing Daly City recycled water treatment, transmission, and distribution system to serve irrigation customers within the Town of Colma. The expanded recycled water capacity could potentially contribute to irrigating cemeteries, more city parks, schools, and a golf course in Colma and/or groundwater recharge, with a recycled water use of up to 3.4 mgd (6,908 AFY) by 2027.

3.4 Summary of Water Supplies and Water Supply Reliability

Table 3-4 shows the breakdown of historical surface water, groundwater, and recycled water for 2005, and 2009 through June 2019.

Table 3-4. Historical Water Production by Source					
Year	Water Production, AFY ^a				
	City Wells	SFPUC	Potable Subtotal	Recycled Water	Total
2005	3,797 ^b	7,380	11,174	476	11,653
2009	1,667	6,132	7,799	586	8,385
2010	4,007 ^b	5,560	9,567	547	10,114
2011	2,700	4,461	7,161	451	7,612
2012	3,778	4,456	8,234	583	8,817
2013	3,351	4,330	7,681	1,146	8,827
2014	3,452	N/A ^c	3,452	N/A	N/A
2015	1,979	4,751	6,730	853	7,583
2016	876	6,018	6,895	1,242	8,137
2017	0	8,946	8,946	1,599	10,544
2018	0	7,585	7,585	572	8,158
2019 (1st half)	0	3,315	3,315	134	3,449

a. Source: WSA for Serramonte Center Expansion and 2016-2019 data from City staff

b. Conjunctive use volumes from were added to groundwater well production from Daly City UWMP

c. N/A = Not available

Table 3-5 summarizes the projected annual water supply for the normal climate years. As mentioned in Section 3.1, because there is still uncertainty regarding how the Bay-Delta Plan Amendment will impact future SFPUC supplies, this WSA analyzes water supply and demand through 2040 based on the Tier 2 SFPUC allocations. Total supply is anticipated to increase in 2027 due to implementation of the Daly City Recycled Water Expansion.

Table 3-5. Projected Normal Water Year Water Supply					
Water Supply	Projected Normal Water Year Water Supply, AFY				
	2020	2025	2030	2035	2040
Potable Supply					
SFPUC	4,806	4,806	4,806	4,806	4,806
Groundwater	3,839	3,839	3,839	3,839	3,839
Subtotal (potable)	8,645	8,645	8,645	8,645	8,645
Recycled water ^a	3,100	3,100	6,908	6,908	6,908
Total	11,745	11,745	15,553	15,553	15,553

a. The recycled water supply from 2027 onward is contingent on an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Source: 2015 UWMP

Table 3-6 summarizes the projected annual water supply for a single-dry water year using the information available. It is important to note that there is still uncertainty associated with the Bay Delta Plan Amendment scenarios. Daly City is currently evaluating its alternate water sources (groundwater, etc.), to prepare for further reduction of SFPUC supplies. Based on the water supply agreements discussed in Section 3.1 and the 2015 UWMP Tier 2 Allocation Scenarios (BAWSCA, 2016), 90 percent of average supply is projected to be available during single-dry water years.

Table 3-6. Projected Single-Dry Water Year Water Supply					
Water Supply	Projected Single-Dry Water Year Water Supply, AFY				
	2020	2025	2030	2035	2040
Potable Supply					
SFPUC	4,324	4,324	4,324	4,324	4,324
Groundwater	3,839	3,839	3,839	3,839	3,839
Subtotal (potable)	8,163	8,163	8,163	8,163	8,163
Recycled water ^a	3,100	3,100	6,908	6,908	6,908
Total	11,263	11,263	15,071	15,071	15,071

a. The recycled water supply from 2027 onward is contingent upon an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Source: 2015 UWMP

Table 3-7 summarizes the projected annual water supply in multiple-dry water years. Based on the water supply agreements discussed in Section 3.1 and the 2015 UWMP Tier 2 Allocation Scenarios (BAWSCA, 2016), 90 percent, 88 percent, and 88 percent of average supply is projected to be available during the first, second, and third multiple-dry years, respectively.

Table 3-7. Projected Multiple-Dry Water Year Water Supply

Water Supply	Projected Multiple-Dry Water Year Water Supply, AFY				
	2020	2025	2030	2035	2040
First Year Potable Supply					
SFPUC	4,324	4,324	4,324	4,324	4,324
Groundwater	3,839	3,839	3,839	3,839	3,839
Subtotal (potable)	8,163	8,163	8,163	8,163	8,163
Recycled water	3,100	3,100	6,908	6,908	6,908
Total	11,263	11,263	15,071	15,071	15,071
Second Year Potable Supply					
SFPUC	3,686	3,686	3,686	3,686	3,686
Groundwater	3,839	3,839	3,839	3,839	3,839
Subtotal (potable)	7,525	7,525	7,525	7,525	7,525
Recycled water	3,100	3,100	6,908	6,908	6,908
Total	10,625	10,625	14,433	14,433	14,433
Third Year Potable Supply					
SFPUC	3,686	3,686	3,686	3,686	3,686
Groundwater	3,839	3,839	3,839	3,839	3,839
Subtotal (potable)	7,525	7,525	7,525	7,525	7,525
Recycled water	3,100	3,100	6,908	6,908	6,908
Total	10,625	10,625	14,433	14,433	14,433

a. The recycled water supply from 2027 onward is contingent upon an additional recycled water facility being constructed and rated at 3.4 mgd for irrigating cemeteries in Colma and/or for groundwater recharge.

Source: 2015 UWMP

Section 4

Availability of Sufficient Supplies and Plans for Acquiring Additional Supplies

This section compares projected water supplies, demand, and water shortage expectations.

4.1 Water Supply and Demand Comparison

In this WSA, Section 2 addresses water demands and Section 3, water supply. Table 4-1 compares the current and projected normal year water supplies to the demand for all of Daly City. Table 4-1 data projects a sufficient supply during normal years that will meet projected demands through 2040.

Table 4-1. Normal Year Water Supply and Demand Comparison, AFY					
	2020	2025	2030	2035	2040
Demand^a					
Potable demand	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Supply^b					
Potable supply	8,645	8,645	8,645	8,645	8,645
Recycled water	3,100	3,100	6,908	6,908	6,908
Supply Minus Demand					
Potable, surplus/(deficit)	1,458	1,470	1,483	1,484	1,248
Recycled water, surplus/(deficit)	1,412	1,412	5,220	5,220	5,220

a. Projected demands are from Table 2-4

b. Projected supply is from Table 3-5

Table 4-2 provides a water supply and demand reliability comparison for single-dry years through the year 2040. Sufficient supply is projected during single-dry water years to meet projected demands through 2040. Daly City is currently evaluating options for increased water supply and/or water conservation to reduce demands.

Table 4-2. Single-Dry Water Year Water Supply and Demand Comparison, AFY					
	2020	2025	2030	2035	2040
Demand^a					
Potable demand	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Supply^b					
Potable supply	8,163	8,163	8,163	8,163	8,163
Recycled water	3,100	3,100	6,908	6,908	6,908
Supply Minus Demand					
Potable, surplus/(deficit)	976	988	1,001	1,002	766
Recycled water, surplus/(deficit)	1,412	1,412	5,220	5,220	5,220

a. Projected demands are from Table 2-4

b. Projected supply is from Table 3-6

Table 4-3 provides a water supply and demand reliability comparison for multiple-dry years through 2040. Because Daly City's future recycled water supply does not offset future potable demands, BC only compared the potable demands to the potable supply. Figure 4-1 illustrates the supply and demand comparison. Sufficient supply is projected during multiple-dry years to meet projected demands. Daly City is currently evaluating options for increased water supply and/or water conservation to reduce demands.

Table 4-3. Multiple-Dry Year Water Supply and Demand Comparison, AFY					
	2020	2025	2030	2035	2040
Year 1 Demand^a					
Potable demand	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Supply^b					
Potable supply	8,163	8,163	8,163	8,163	8,163
Recycled water	3,100	3,100	6,908	6,908	6,908
Supply Minus Demand^a					
Potable, surplus/(deficit)	976	988	1,001	1,002	766
Recycled water, surplus/(deficit)	1,412	1,412	5,220	5,220	5,220
Year 2 Demand^a					
Potable demand	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Supply					
Potable supply	7,525	7,525	7,525	7,525	7,525
Recycled water	3,100	3,100	6,908	6,908	6,908
Supply Minus Demand^a					
Potable, surplus/(deficit)	338	350	363	364	128
Recycled water, surplus/(deficit)	1,412	1,412	5,220	5,220	5,220

Table 4-3. Multiple-Dry Year Water Supply and Demand Comparison, AFY					
	2020	2025	2030	2035	2040
Year 3 Demand^a					
Potable demand	7,187	7,175	7,162	7,161	7,397
Recycled water	1,688	1,688	1,688	1,688	1,688
Supply^b					
Potable supply	7,525	7,525	7,525	7,525	7,525
Recycled water	3,100	3,100	6,908	6,908	6,908
Supply Minus Demand^a					
Potable, surplus/(deficit)	338	350	363	364	128
Recycled water, surplus/(deficit)	1,412	1,412	5,220	5,220	5,220

a. Projected demands are from Table 2-4

b. Projected supply is from Table 3-8

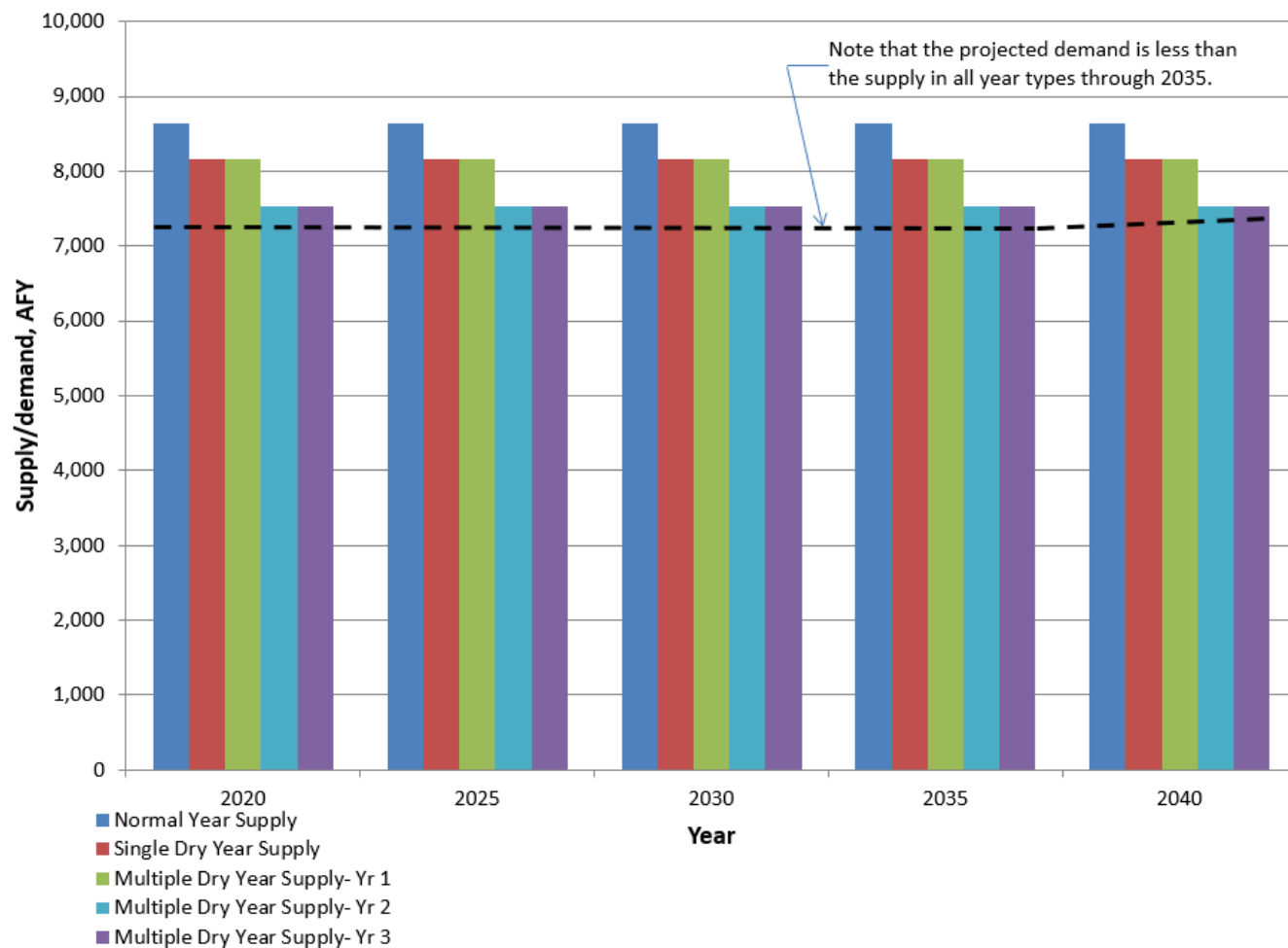


Figure 4-1. Supply and demand comparison

4.2 Water Shortage Expectations

As summarized above, no shortages are anticipated to occur in Daly City if the Midway Village Redevelopment occurs; however, as there are still uncertainties associated with the Bay-Delta Plan Amendment, Daly City is currently evaluating sources for increased water supply and/or conservation to reduce customer demand in dry years.

Section 5

Conclusions

In accordance with the requirements of Senate Bill 610, now Water Code Sections 10910 and 10911, it has been determined that sufficient water supplies are available to serve the proposed Midway Village Redevelopment. The availability of water supply for the proposed project is based primarily on the following findings:

- This WSA uses the 20-year water demand projections prepared and published in the 2015 Daly City UWMP (BC, 2016). The demands are based on the 2013 ABAG demographic projections and include projected passive (plumbing and buildout code) and active conservation savings.
- As available, both groundwater and surface water supplies would provide water supplies needed to serve the proposed project. Currently, Daly City purchases treated surface water supplies from SFPUC. Historically, SFPUC has delivered sufficient surface water supplies. Reductions in surface water supplies from SFPUC of up to 20 percent of average in dry years are incorporated into this analysis per the 2015 UWMP; however, per the letter from SFPUC to BAWSCA including WSA Language for BAWSCA (with Corrections), dated July 31, 2019 (Appendix A), SFPUC faces potential for further supply reductions due to scenarios associated with the Bay-Delta Plan Amendment.
- Daly City has limited ability to increase groundwater pumping to enhance water supply reliability and address added demands. Daly City currently has a maximum groundwater safe yield of 3,839 AFY anticipated through 2040.
- Recycled water currently serves irrigation demands within Daly City as well as to nearby golf courses, thus lowering the estimated demands for potable water and further enhancing overall water supply reliability. Based on current practices, this recycled water supply is not expected to increase or further enhance potable water supply availability.

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Section 6

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Appendix A: Letter from SFPUC to BAWSCA including WSA Language for BAWSCA (with corrections)

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San Francisco
Water Power Sewer
Operator of the Hetch Hetchy Regional Water System

525 Golden Gate Avenue, 13th Floor
San Francisco, CA 94102
T 415.554.3155
F 415.554.3161
TTY 415.554.3488

July 31, 2019

Tom Francis, Water Resources Manager
Bay Area Water Supply and Conservation Agency
155 Bovet Road, Suite 650
San Mateo, CA 94402

Dear Mr. Francis,

This letter is a follow-up to our letter dated June 27, 2019, which provided information you requested on impacts to the Regional Water System under implementation of the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment). Three errors in the attachment to that letter were recently identified: (1) a typo in the narrative describing the range of shortfalls anticipated under Scenario 1, (2) typos in the table note numbering in Table 1, and (3) incorrect projections for the year 2020 under Scenario 3 because if the Bay-Delta Plan Amendment were to be implemented, such implementation is not anticipated to occur until after 2020. Corrections to these errors are provided in the attachment to this letter.

It is our understanding that you will pass this information on to the Wholesale Customers. It also should be repeated that the information regarding anticipated shortages in the attachment only apply to Tier 1 of the Shortage Allocation Plan, the shortages for the individual wholesale customers will require the application of Tier 2 of the Shortage Allocation Plan. We assume BAWSCA can provide the necessary support to the Wholesale Customers in applying Tier 2.

If you have any questions or need additional information, please do not hesitate to contact me at (415) 554-0792.

London N. Breed
Mayor

Ann Moller Caen
President

Francesca Viator
Vice President

Anson Moran
Commissioner

Sophie Maxwell
Commissioner

Tim Paulson
Commissioner

Harlan L. Kelly, Jr.
General Manager

Services of the San Francisco Public Utilities Commission

OUR MISSION: To provide our customers with high-quality, efficient and reliable water, power and sewer services in a manner that values environmental and community interests and sustains the resources entrusted to our care.



Sincerely,



Paula Kehoe

Director of Water Resources

Enclosure: ATTACHMENT - Water Supply Reliability Information for
BAWSCA Member Agencies' Water Supply Assessments (with
Corrections)

ATTACHMENT

Water Supply Reliability Information for BAWSCA Member Agencies' **Water Supply Assessments (with Corrections)**

2018 Bay-Delta Plan Amendment

In December 2018, the State Water Resources Control Board (SWRCB) adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The SWRCB is required by law to regularly review this plan. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 40% of the “unimpaired flow”¹ on the three tributaries from February through June in every year type, whether wet, normal, dry, or critically dry.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet its contractual obligations to its Wholesale Customers as presented in the SFPUC’s 2015 UWMP in normal years. The SFPUC’s 2015 UWMP already assumes shortages in single and multiple dry years through 2040, but implementation of the Bay-Delta Plan Amendment will result in greater shortages.

The SWRCB has stated that it intends to implement the Bay-Delta Plan Amendment on the Tuolumne River by the year 2022, assuming all required approvals are obtained by that time. But implementation of the Plan Amendment is uncertain for several reasons. First, under the Clean Water Act, the United States Environmental Protection Agency (U.S. EPA) must approve the water quality standards identified in the Plan Amendment within 90 days from the date the approval request is received. By letter dated June 11, 2019, EPA rejected the SWRCB’s two-page submittal as inadequate under the requirements of the Clean Water Act. Pursuant to EPA’s letter, the Board has 90 days to respond with a submittal that complies with the law. At this point, EPA has neither approved, nor disapproved, any of the revised water quality objectives. It is uncertain whether the U.S. EPA will approve or disapprove the water quality standards in the future. Furthermore, the determination could result in litigation.

Second, since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both state and federal court, challenging the SWRCB’s adoption of the Bay-Delta Plan Amendment, including two legal challenges filed by the federal government, at the request of the U.S. Department of Interior, Bureau of Reclamation in state and federal courts. These cases are in the early stage and there have been no dispositive court rulings to date.

Third, the Bay-Delta Plan Amendment is not self-implementing and does not allocate responsibility for meeting its new flow requirements to the SFPUC or any other water rights holders. Rather, the Plan Amendment merely provides a regulatory framework for flow allocation, which must be accomplished by other regulatory and/or adjudicatory proceedings, such as a comprehensive water rights adjudication or, in the case of the Tuolumne River, the 401 certification process in the Federal Energy Regulatory Commission’s relicensing proceeding for Don Pedro Dam. The license amendment process is currently expected to be

¹ Unimpaired flow represents the water production of a river basin, unaltered by upstream diversions, storage, or by export or import of water to or from other watersheds. Bay-Delta Plan Amendment, Introduction, p.1-8.

completed in the 2022-23 timeframe. This process and the other regulatory and/or adjudicatory proceedings would likely face legal challenges and have lengthy timelines, and quite possibly could result in a different assignment of flow responsibility (and therefore a different water supply impact on the SFPUC).

Fourth, in recognition of the obstacles to implementation of the Bay-Delta Plan Amendment, SWRCB Resolution No. 2018-0059 adopting the Bay-Delta Plan Amendment directed staff to help complete a “Delta watershed-wide agreement, including potential flow measures for the Tuolumne River” by March 1, 2019, and to incorporate such agreements as an “alternative” for a future amendment to the Bay-Delta Plan to be presented to the SWRCB “as early as possible after December 1, 2019.” In accordance with the SWRCB’s instruction, on March 1, 2019, SFPUC, in partnership with other key stakeholders, submitted a proposed project description for the Tuolumne River that could be the basis for a voluntary substitute agreement with the SWRCB (“March 1st Proposed Voluntary Agreement”). On March 26, 2019, the Commission adopted Resolution No. 19-0057 to support SFPUC’s participation in the Voluntary Agreement negotiation process. To date, those negotiations are ongoing under the California Natural Resources Agency and the leadership of the Newsom administration. The negotiations for a voluntary agreement have made significant progress since an initial framework was presented to the SWRCB on December 12, 2018. The package submitted on March 1, 2019 is the product of renewed discussions since Governor Newsom took office. While significant work remains, the package represents an important step forward in bringing together diverse California water interests.

For all these reasons, whether and when the Bay-Delta Plan Amendment will be implemented, and how those amendments if implemented will affect the SFPUC’s water supply is currently uncertain and possibly speculative. Given this uncertainty, this WSA analyzes water supply and demand through 2040 under three scenarios: (1) No implementation of the Bay-Delta Plan Amendment or the March 1st Proposed Voluntary Agreement (“Scenario 1”), (2) Implementation of the March 1st Proposed Voluntary Agreement (“Scenario 2”), and (3) Implementation of the Bay-Delta Plan Amendment (“Scenario 3”).

Dry Year Water Supplies

Since adoption of the UWMP, the following milestones have occurred:

- Calaveras Dam Replacement Project – Construction of the new dam was completed in September 2018, and the overall project was completed in June 2019.
- Regional Groundwater Storage and Recovery Project – Construction of this project is still underway. Phase 1 of the project, consisting of installation of 13 production wells, will be completed in 2019. Since May/June 2016, the project has been in a storage phase through periodic deliveries of RWS surface water in lieu of groundwater pumping by Daly City, San Bruno, and the California Water Service Company.

Additional Water Supplies

In light of the adoption of the Bay-Delta Plan Amendment and the resulting potential limitations to RWS supply during dry years, the SFPUC is increasing and accelerating its efforts to acquire additional water supplies and explore other projects that would increase overall water supply resilience. Developing these additional supplies would reduce water supply shortfalls and reduce rationing associated with such shortfalls. In addition to the Daly

City Recycled Water Expansion project, which was a potential project identified in the 2015 UWMP and had committed funding at that time, the SFPUC has taken action to fund the study of potential additional water supply projects. Capital projects under consideration to develop additional water supplies include surface water storage expansion, recycled water expansion, water transfers, desalination, and potable reuse. The SFPUC is also considering developing related policies and ordinances, such as funding for innovative water supply and efficiency technologies and requiring potable water offsets for new developments. A more detailed list and descriptions of these efforts are provided below.

The capital projects that are under consideration would be costly and are still in the early feasibility or conceptual planning stages. Because these water supply projects would take 10 to 30 or more years to implement, and because required environmental permitting negotiations may reduce the amount of water that can be developed, the yield from these projects are not currently incorporated into SFPUC's supply projections. Capital projects would be funded through rates from both Wholesale and Retail Customers based on mutual agreement, as the additional supplies would benefit all customers of the RWS, unless otherwise noted. State and federal grants and other financing opportunities would also be pursued for eligible projects, to the extent feasible, to offset costs borne by ratepayers.

1. Daly City Recycled Water Expansion (Regional, Normal- and Dry-Year Supply, 3 mgd)

Project Description: The SFPUC and North San Mateo County Sanitation District (NSMCSD, or Daly City) have been exploring ways to increase the recycled water treatment capacity in Daly City to serve additional customers and decrease irrigation water withdrawals from the Westside Groundwater Basin, both in San Francisco and further south of Daly City. The majority of the irrigation demand met by groundwater withdrawals, approximately 2 mgd, serves cemeteries in Colma. An initial feasibility study completed in 2010 identified the capital requirements that would be needed to produce additional capacity at the existing treatment plant location. The study demonstrated that a new tertiary treatment facility would be required onsite to produce additional capacity of up to 3.4 mgd. Currently, flows that exceed the capacity of the existing treatment plant are discharged into the Pacific Ocean. With this project, some of that discharge may be treated and used for irrigation. New facilities would include a treatment facility, pump station, distribution pipelines, and storage.

Estimated Costs and Financing: The capital cost is estimated to be \$85 million, which is budgeted for in the SFPUC's 10-year capital planning horizon. The annual operations and maintenance (O&M) cost is estimated to be \$3 million. This project may present regional benefits that would result in cost-sharing with Wholesale Customers because the replacement of groundwater used for irrigation with recycled water will result in a greater volume of groundwater storage that can be used in dry years as part of the SFPUC's existing Groundwater Storage and Recovery project, approved by the SFPUC in 2014 in Resolution no. 14-0127.

Permits and Approvals: Daly City adopted a Final Initial Study/Mitigated Negative Declaration (IS/MND) and Mitigation Monitoring and Reporting Program (MMRP) for the proposed project in September 2017. The SFPUC has not yet approved its participation in the project. Other permits and/or approvals that may be needed for this project include: BART, CAL/OSHA, San Francisco Bay RWQCB, and encroachment permits from Caltrans, Daly City, South San Francisco, SFPUC, San Mateo County, and Colma to construct distribution and storage facilities. Institutional agreements between the project

partners for project construction and operation, as well as with the customers whose supplies will change from groundwater to recycled water, will also need to be developed.

Estimated Acquisition: Construction may occur as soon as 2023 with operation beginning in 2027.

2. Alameda County Water District Transfer Partnership (Regional, Normal- and Dry-Year Supply, 5 mgd)

Project Description: Water would be acquired from Contra Costa Water District (CCWD) for delivery to Alameda County Water District (ACWD) through the South Bay Aqueduct utilizing a planned expansion of the Los Vaqueros Reservoir.

Estimated Costs and Financing: The capital cost is estimated to be \$50-150 million, with an annual O&M cost of \$2.5 million.

Permits and Approvals: Planning and environmental review of the Los Vaqueros Reservoir Expansion is underway by CCWD, and has several objectives beyond water deliveries to the SFPUC. CCWD has identified over 15 permits, approvals and consultations that will be necessary such as Dredge and Fill, National Pollutant Discharge Elimination System (NPDES), Streambed Alteration, and Encroachment permits. These permits and approvals will be obtained by CCWD and/or its contractor. To enable a water supply transfer between ACWD and the SFPUC, water right modifications may be necessary and if additional infrastructure is needed, additional permits will be required. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2028 with operation beginning in 2032.

3. Brackish Water Desalination in Contra Costa County (Regional, Normal- and Dry-Year Supply, 9+ mgd)

Project Description: The Bay Area Brackish Water Treatment (Regional Desalination) Project is a partnership between CCWD, East Bay Municipal Utility District (EBMUD), SFPUC, Santa Clara Valley Water District (SCVWD) and Zone 7 to turn brackish water into a reliable, drought-proof drinking water supply, delivering a total of up to 10-20 mgd in drought and non-drought years (i.e., dry and normal years), throughout the region. A new brackish water treatment plant would be constructed in East Contra Costa and tie into the existing CCWD system for delivery through Los Vaqueros Reservoir and the South Bay Aqueduct, or delivery via a connection with EBMUD.

The SFPUC would rely on existing infrastructure and institutional agreements to receive water transfers from partner agencies. For planning and cost estimation purposes, it was assumed that the SFPUC's share of the regional water supply would be 9 mgd in all year types; however, if additional capacity is available, the SFPUC may secure additional water supply, based on negotiations with partner agencies.

Estimated Costs and Financing: The capital cost is estimated to be \$200-800 million, with an annual O&M cost of \$12-20 million.

Permits and Approvals: To proceed, this concept would require extensive institutional agreements, permitting, and environmental review. Construction of a new desalination plant will require construction and operating permits such as NPDES, Dredge and Fill, consultations with federal and state agencies, and others. In addition, water rights will need to be secured and/or modified. In California, permitting and regulatory approvals of desalination projects has typically taken 10-18 years. In addition, institutional agreements among partner agencies will be needed.

Estimated Acquisition: Construction may occur as soon as 2032 and be phased so that 5-9 mgd would be available to the region by 2035 and a total of 5-11 mgd would be available after 2040.

4. ACWD-USD Purified Water Partnership (Regional, Normal- and Dry-Year Supply, 5 mgd)

Project Description: This may be an indirect or direct potable reuse project that would inject highly-treated water from Union Sanitary District (USD) for groundwater recharge, then recover the water through the ACWD Brackish Groundwater Desalination Plant. How the water is transferred to the SFPUC remains to be determined.

Estimated Costs and Financing: The capital cost is estimated to be \$200-400 million, with an annual O&M cost of \$2.5 million.

Permits and Approvals: An initial assessment will be underway in 2019, which will identify potential project scenarios. Permitting and approvals for a project will depend on its design and nature, which have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2038 with operation beginning in 2045.

5. Crystal Springs Purified Water (Regional, Normal- and Dry-Year Supply, 6+ mgd)

Project Description: This is an indirect potable reuse project that would blend wastewater from Silicon Valley Clean Water and possibly San Mateo into Crystal Springs Reservoir and treat the blended water at Harry Tracy Water Treatment Plant for potable reuse.

Estimated Costs and Financing: The capital cost is estimated to be \$400-700 million, with an annual O&M cost of \$18-25 million.

Permits and Approvals: Construction and operating permits would be required for this project. They would likely include NPDES, Encroachment, consultations with state and federal agencies, and others. Surface water augmentation is regulated by the SWRCB, and consultations and public hearings would be required.

Estimated Acquisition: Construction may occur as soon as 2034 and be phased so that 3-5 mgd would be available to the region by 2035 and a total of 3-7 mgd would be available after 2040.

6. Additional Storage Capacity in Los Vaqueros Reservoir from Expansion (Regional)

Project Description: Expansion of storage capacity in Los Vaqueros is to allow the ACWD Transfer Partnership and Brackish Water Desalination in Contra Costa County to be optimized.

Estimated Costs and Financing: The capital cost is estimated to be \$20-50 million. SFPUC's portion of the project yield and cost share are not yet known. The annual O&M cost is yet to be estimated.

Permits and Approvals: Planning and review of the Los Vaqueros Reservoir Expansion is underway by CCWD, and has several objectives beyond water deliveries to the SFPUC. CCWD has identified over 15 permits, approvals and consultations that will be necessary such as Dredge and Fill, NPDES, Streambed Alteration, and Encroachment permits. These permits and approvals will be obtained by CCWD and/or its contractor. To enable a water supply transfer between ACWD and the SFPUC, water rights modifications may be necessary and if additional infrastructure is needed, additional permits will be required. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as 2021 with operation beginning in 2027.

7. Calaveras Reservoir Expansion (Regional)

Project Description: Calaveras Reservoir would be expanded to create 289,000 AF additional capacity to store excess Regional Water System supplies or other source water in wet and normal years. In addition to reservoir enlargement, the project would involve infrastructure to pump water to the reservoir, such as pump stations and transmission facilities.

Estimated Costs and Financing: The costs of this project is yet to be determined.

Permits and Approvals: Similar to Los Vaqueros Reservoir Expansion, this project would require numerous permits, approvals and consultations, such as Dredge and Fill, NPDES, Streambed Alteration, Encroachment, possible water right modifications, etc. These permits and approvals will be obtained by SFPUC and/or its contractor. As this project is in the conceptual stage, permitting details have not yet been identified.

Estimated Acquisition: Construction may occur as soon as the early 2040s with operation beginning around 2050.

Even if all the capital projects above are implemented, the total amount of water and storage yielded would not be enough to make up for the dry year shortfall that may result from implementation of the Bay-Delta Plan Amendment as adopted, and would occur years after such shortfalls begin. Thus, the SFPUC continues to proactively explore opportunities for reuse and innovation, such as the following policy:

- **Evaluation of Recycled Water Throughout Service Area**
Wastewater treatment plants throughout the SFPUC service area would be surveyed to identify potential non-potable, indirect potable, and direct potable projects.

Comparison of Projected Supply and Demand

The following sections provide a supply and demand comparison for the three scenarios described above. Procedures for determining RWS supply availability are provided in the Water Supply Allocation Plan (WSAP) between the SFPUC's Retail and Wholesale Customers. It also should be noted that the information regarding anticipated shortages in the tables provided below only apply to Tier 1 of the WSAP, the shortages for the individual wholesale customers will require the application of Tier 2 of the WSAP to derive available supply for each wholesale customer. In addition, wholesale customers will need to include the availability of other supplies in addition to SFPUC supplies to drive their total water supply shortages under each scenario.

Scenario 1: No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement

Table 1 below compares the SFPUC's wholesale water supplies and demands through 2040 during normal year, single dry-, and multiple dry-year periods under Scenario 1.

The RWS supply projections shown in Table 1 differ from those provided previously for use in the 2015 UWMP. First, Table 1 reflects SFPUC's full 8.5-year design drought sequence instead of the minimum 3-year sequence required to be provided in the 2015 UWMP. Under legislation adopted in 2018 (S.B. 606) future UWMPs will be required to project water supply availability during a minimum of 5 years of continuous drought (Water Code section 10631(b)(1)). Second, the SFPUC water supply system model includes the following assumptions, which differ from those used for the 2015 UWMP projections:

- In-stream flow releases from Crystal Springs Reservoir to San Mateo Creek were included in this simulation. The average volume of these releases is approximately 3,900 acre-feet per year.
- Annual water supply transfers from the irrigation districts that operate New Don Pedro Reservoir (Districts) to SFPUC were not included in this analysis. An annual transfer of 2,300 acre-feet was assumed from the Districts to the SFPUC Water Bank Account in the WSIP 2018 simulation.

As shown in Table 1, under Scenario 1 without implementation of the Bay-Delta Plan Amendment, RWS supplies would meet wholesale demands (i.e., contractual obligations) in all normal years, single dry years, and the first year of the 8.5-year design drought. During subsequent drought years, shortfalls would range from 31 to 60 mgd, or 17-~~36~~33%, increasing into the outer years of the design drought.

**Table 1: Projected Supply and Demand Comparison Under Scenario 1
(No Implementation of the Bay-Delta Plan Amendment or the Voluntary Agreement) (mgd)**

	Normal Year	Single Dry Year ¹	Multiple Dry Years								
			Year 1 ¹	Year 2 ²¹	Year 3 ²¹	Year 4 ²	Year 5 ²	Year 6 ²	Year 7 ³	Year 8 ³	
2020	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
2025	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	
	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
2030	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	
2035	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	
2040	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	
	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	
	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	
	Total Wholesale RWS Supply ⁵	184.0	184.0	152.6	152.6	132.5	132.5	132.5	124.2	124.2	
	Shortfall	0.0	0.0	31.4	31.4	51.5	51.5	51.5	59.8	59.8	
	Shortfall as % of Demand	0.0%	0.0%	17.1%	17.1%	28.0%	28.0%	28.0%	32.5%	32.5%	

Notes:

- During multiple dry years 2-3 (years 3-4 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 64.0% of available RWS supply, or 152.6 mgd.
- During multiple dry years 4-6 (years 5-7 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 62.5% of available RWS supply, or 132.5 mgd.
- During multiple dry years 7 and 8 (years 8 and 8.5 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 62.5% of available RWS supply, or 124.2 mgd.
- It is assumed that wholesale demands will continue to be limited to the Supply Assurance of 184 mgd. The 184 mgd assumes that San Jose and Santa Clara remain temporary, interruptible customers.
- Procedures for RWS allocations are provided in the WSAP.

Scenario 2: Implementation of the Voluntary Agreement

As stated earlier, the March 1st Proposed Voluntary Agreement has yet to be accepted by SWRCB as an alternative to the Bay-Delta Plan Amendment and thus the shortages that would occur with its implementation are not known with certainty. However, given that the objectives of the Voluntary Agreement are to provide fishery improvements while protecting water supply through flow and non-flow measures, the RWS supply shortfalls under the Voluntary Agreement would be less than those under the Bay-Delta Plan Amendment, and therefore would require rationing of a lesser degree than that which would occur under Scenario 3. The degree of rationing would also more closely align with the SFPUC's RWS LOS goal of limiting rationing to no more than 20% on a system-wide basis in drought years. This goal was adopted in 2008 by the Commission (Resolution No. 08-0200).

Scenario 3: Implementation of the Bay-Delta Plan Amendment

Table 2 below provides projected supplies and demands under Scenario 3. The RWS is projected to experience significant shortfalls in single dry and multiple dry years ~~starting as soon as 2022 and~~ through 2040, regardless of whether the proposed project is constructed. The 2020 projections in Table 2 are based on the assumption that the Bay Delta Plan Amendment will not be implemented until after 2020. These significant shortfalls are a result of implementation of the Bay-Delta Plan Amendment and not attributed to the incremental retail demand associated with the proposed project. *[Note to Wholesale Customers: This statement will need to be tailored to reflect your own water supply planning (e.g., you may already be showing significant shortfalls regardless of the Bay-Delta Plan Amendment)].*

If additional water supplies were not acquired before the Bay-Delta Plan Amendment were implemented, the SFPUC would impose Wholesale Customer rationing to help balance water supply deficits during dry years.

Given the severity of the reduction in RWS supply with implementation of the Bay-Delta Plan Amendment, existing and planned dry-year supplies would not be enough to meet projected wholesale water demand obligations without rationing above the SFPUC's RWS LOS goal of limiting rationing to 20% on a system-wide basis for all dry years starting as soon as 2022. Although the WSAP does not address implications to supply during system-wide shortages above 20%, the WSAP indicates that if system-wide shortage greater than 20% were to occur, RWS supply would be allocated between retail and Wholesale Customers per the rules corresponding to a 16-20% system-wide reduction, subject to consultation and negotiation between the SFPUC and its Wholesale Customers to modify the allocation rules. The allocation rules corresponding to the 16-20% system-wide reduction are reflected in Table 2 above for Scenario 3. These allocation rules result in shortfalls of 85 to 124 mgd, or 46-68%, across the wholesale service area under Scenario 3.

**Table 2: Projected Supply and Demand Comparison Under Scenario 3
(Implementation of the Bay-Delta Plan Amendment) (mgd)**

	Normal Year	Single Dry Year ¹	Multiple Dry Years							
			Year 1 ¹	Year 2 ²	Year 3 ²	Year 4 ²	Year 5 ²	Year 6 ²	Year 7 ³	Year 8 ³
2020	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
	Total Wholesale RWS Supply ^{5,6}	184.0	99.4 184.0	76.2 152.6	76.2 152.6	76.2 132.5	76.2 132.5	76.2 132.5	59.6 124.2	59.6 124.2
	Shortfall	0.0	84.6 0.0	407.8 31.4	407.8 31.4	407.8 51.5	407.8 51.5	407.8 51.5	424.4 59.8	424.4 59.8
2025	Shortfall as % of Demand	0.0%	46.0% 0.0%	58.6% 17.1%	58.6% 17.1%	58.6% 28.0%	58.6% 28.0%	58.6% 28.0%	67.6% 32.5%	67.6% 32.5%
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
	Total Wholesale RWS Supply ^{5,6}	184.0	99.4	76.2	76.2	76.2	76.2	76.2	59.6	59.6
2030	Shortfall	0.0	84.6	107.8	107.8	107.8	107.8	107.8	124.4	124.4
	Shortfall as % of Demand	0.0%	46.0%	58.6%	58.6%	58.6%	58.6%	58.6%	67.6%	67.6%
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
2035	Total Wholesale RWS Supply ^{5,6}	184.0	99.4	76.2	76.2	76.2	76.2	76.2	59.6	59.6
	Shortfall	0.0	84.6	107.8	107.8	107.8	107.8	107.8	124.4	124.4
	Shortfall as % of Demand	0.0%	46.0%	58.6%	58.6%	58.6%	58.6%	58.6%	67.6%	67.6%
2040	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
	Total Wholesale RWS Supply ^{5,6}	184.0	99.4	76.2	76.2	76.2	76.2	76.2	59.6	59.6
	Shortfall	0.0	84.6	107.8	107.8	107.8	107.8	107.8	124.4	124.4
2045	Shortfall as % of Demand	0.0%	46.0%	58.6%	58.6%	58.6%	58.6%	58.6%	67.6%	67.6%
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0
	Total Wholesale RWS Supply ^{5,6}	184.0	99.4	76.2	76.2	76.2	76.2	76.2	59.6	59.6
2050	Shortfall	0.0	84.6	107.8	107.8	107.8	107.8	107.8	124.4	124.4
	Shortfall as % of Demand	0.0%	46.0%	58.6%	58.6%	58.6%	58.6%	58.6%	67.6%	67.6%
	Total Wholesale Demand ⁴	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0	184.0

Notes:

- During a single dry year and multiple dry year 1 (year 2 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 62.5% of available RWS supply, or 99.4 mgd.
- During multiple dry years 2-6 (years 3-7 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 62.5% of available RWS supply, or 76.2 mgd.
- During multiple dry years 7 and 8 (years 8 and 8.5 of SFPUC's design drought sequence), the wholesale allocation under the WSAP is 62.5% of available RWS supply, or 59.6 mgd.
- It is assumed that wholesale demands will continue to be limited to the Supply Assurance of 184 mgd. The 184 mgd assumes that San Jose and Santa Clara remain temporary, interruptible customers.

4-5. Implementation of the Bay-Delta Plan Amendment is assumed to occur after 2020 and by 2022.

5-6. Procedures for RWS allocations are provided in the WSAP.

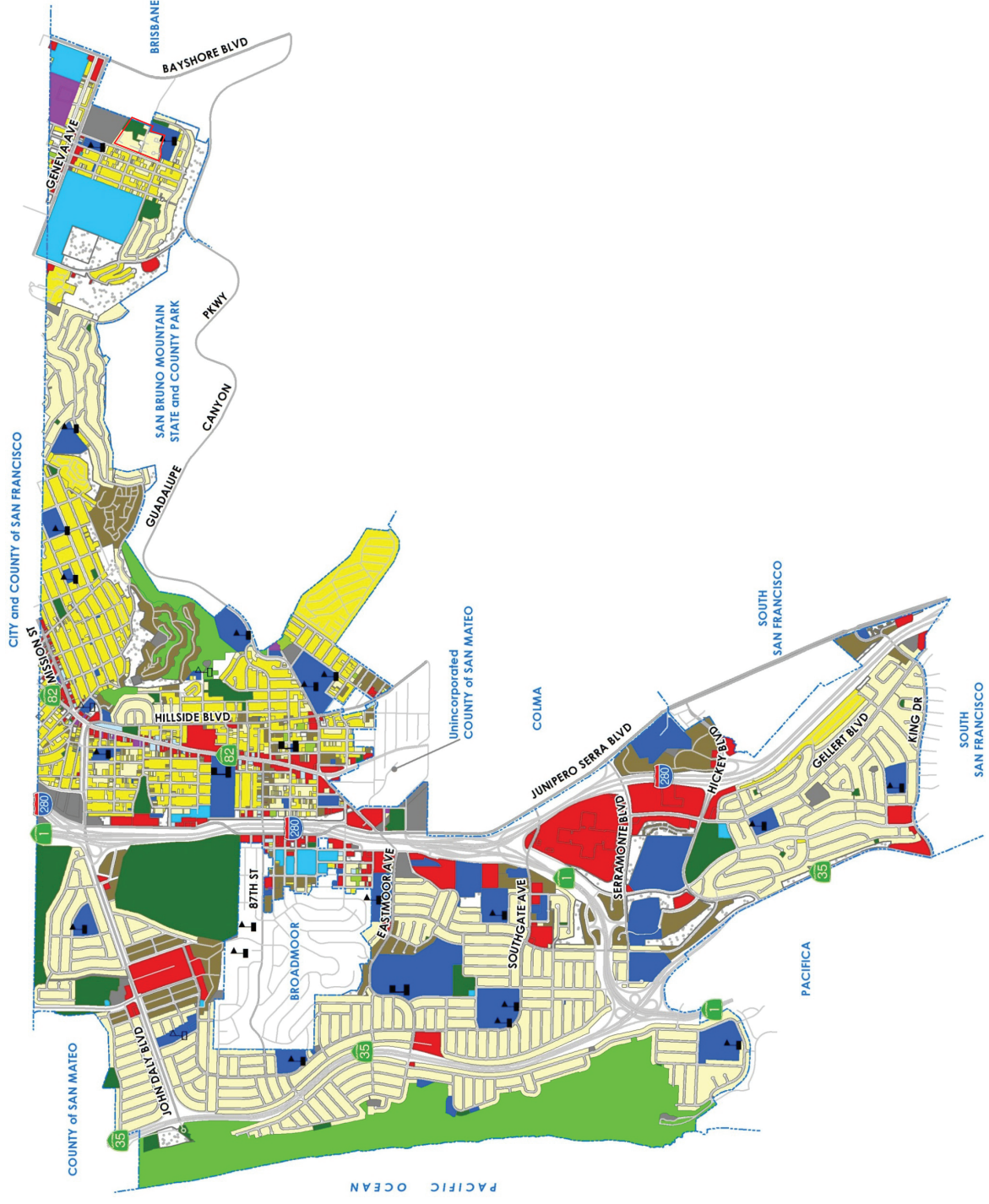
Appendix B: Figure LUE-1, Existing Land Use and Figure LUE-3, Future Land Use, in the Daly City 2030 General Plan

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Figure LUE-1

EXISTING LAND USE

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Agriculture
- Industrial
- Commercial
- Public
- Institutional
- Public Utilities
- Recreation
- Open Space
- Mixed Use
- Neighborhood
- Other



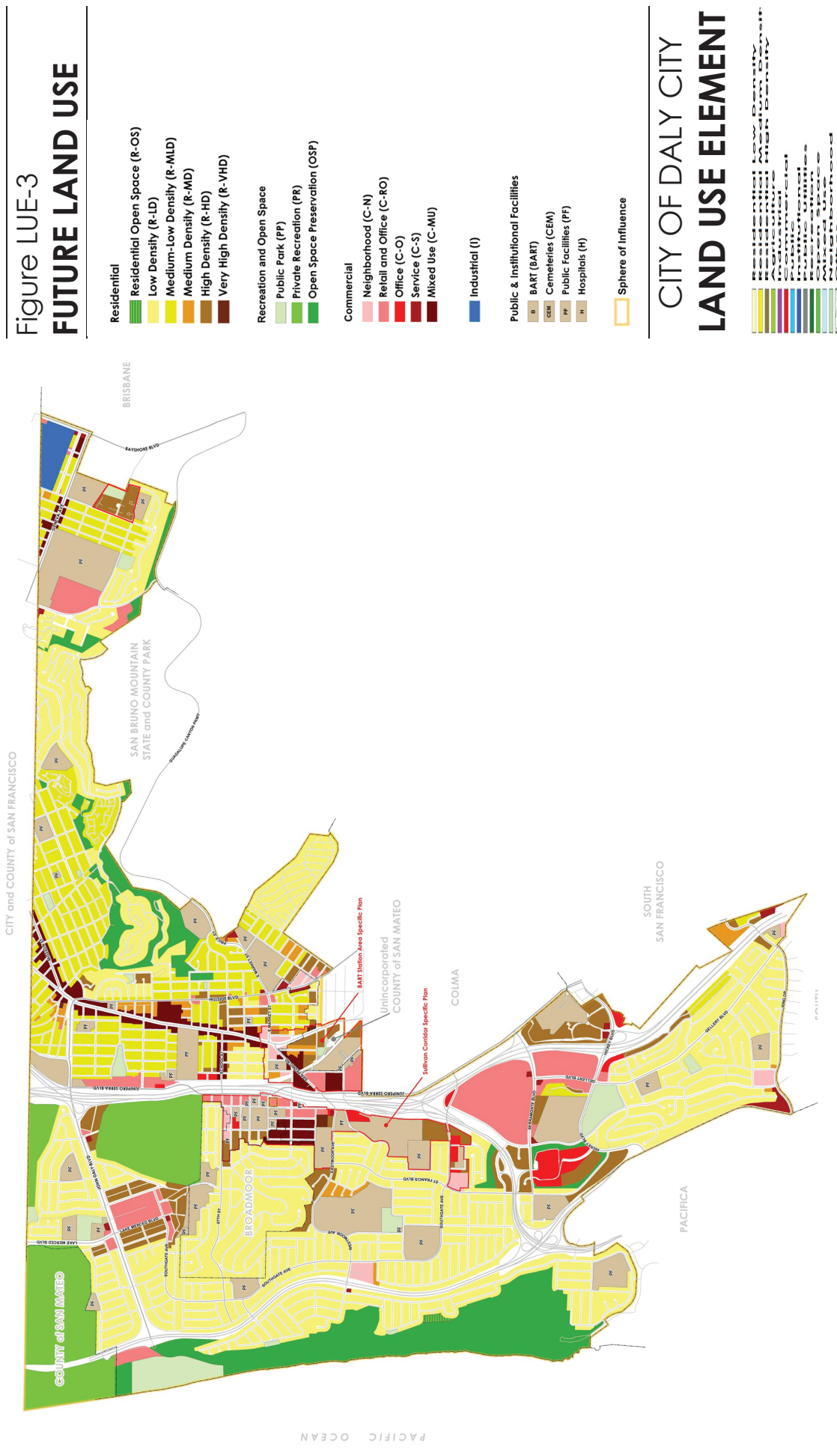
CITY OF DALY CITY LAND USE ELEMENT



NORTH



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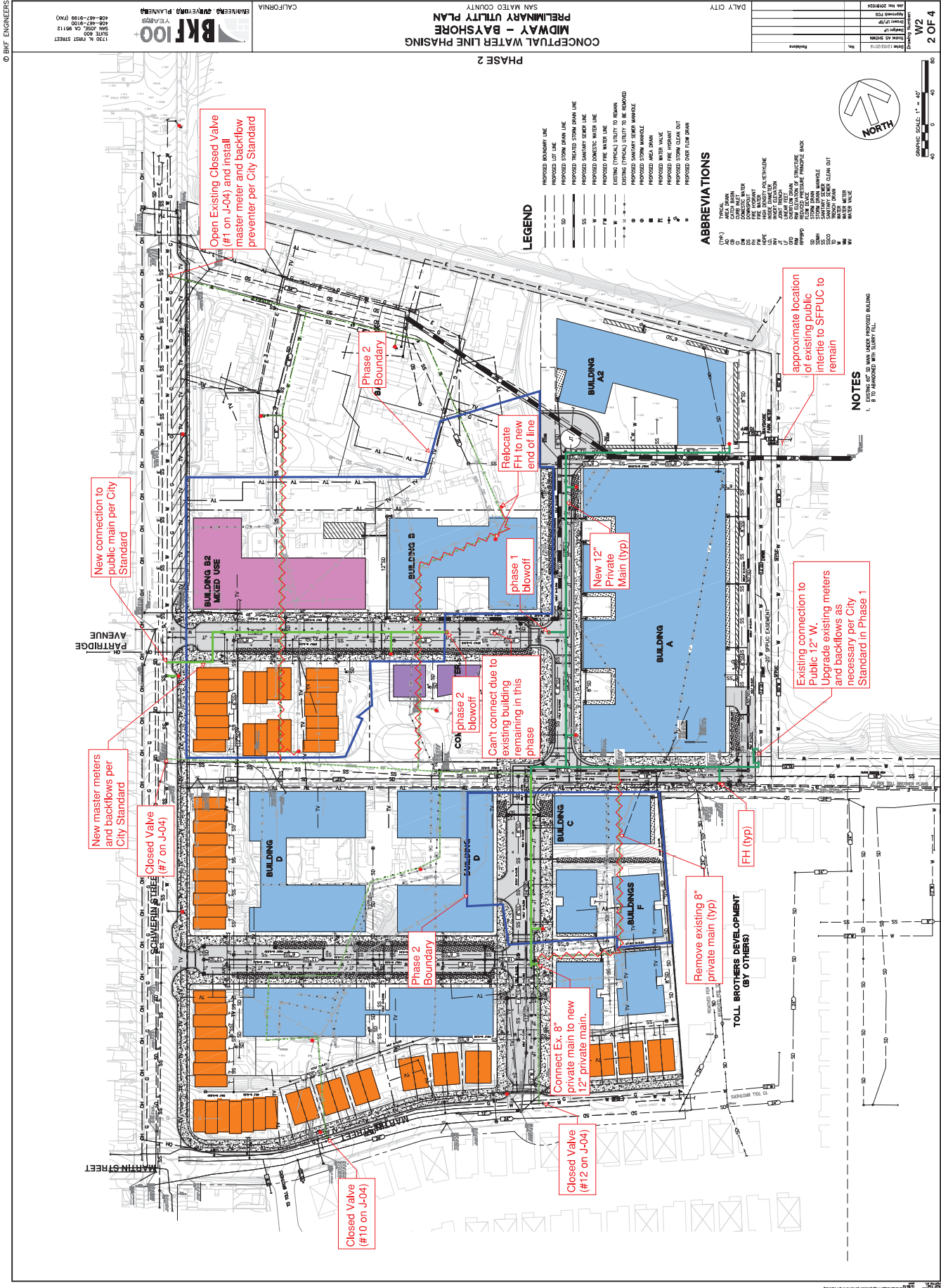


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Appendix C: Midway Village Phasing Plan

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LEGEND

- PROPOSED SANITARY LINE
- PROPOSED STORM DRAIN LINE
- PROPOSED TREATED STORM DRAIN LINE
- PROPOSED SANITARY SEWER LINE
- PROPOSED DOMESTIC WATER LINE
- PROPOSED FIRE WATER LINE
- EXISTING (TYPICAL) UTILITY TO BE REMOVED
- EXISTING (TYPICAL) UTILITY TO BE REMOVED
- PROPOSED STORM MANHOLE
- PROPOSED AREA DRAIN
- PROPOSED WATER VALVE
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED OVER FLOW DRAIN

ABBREVIATIONS

- TP-3
- TP-4
- TP-5
- TP-6
- TP-7
- TP-8
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- TP-100



GRAPHIC SCALE 1" = 40'

NOTES

- EXISTING 6" SAN MAIN UNDER PROPOSED BUILDING
- TO BE REMOVED WITH SLURRY FILL

MIDWAY - BAYSHORE
PRELIMINARY UTILITY PLAN

PHASE 2

DALY CITY

Revisions	By	Date

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APPENDIX B

2020 Sanitary Sewer Analysis



Midway Village

Sanitary Sewer Analyses

Technical Memorandum

Daly City, California

February 20, 2020



Prepared for:

Mid-Peninsula Housing
303 Vintage Park Drive, Suite 250
Foster City, CA 94404
650.356.2900

BKF Engineers

255 Shoreline Drive, Suite 200
Redwood City, CA 94065
650.482.6313
Jake Taylor, P.E., Design Engineer
Sravan Paladugu, P.E., Project Manager
BKF Project Number – 20181024-11



Delivering Inspired Infrastructure

A. Introduction

The Midway Village area is being proposed for redevelopment as part of the Midway Village Redevelopment Project (proposed project). Currently the Midway Village area contains 150 residential units, 223 parking spaces, a child-care facility, open space, an existing street system, and office space for the San Mateo County Housing Authority (SMCHA). Additionally, an existing park, David R. Rowe/Bayshore Park (Bayshore Park), is currently located directly north and east of the Midway Village area.

The proposed project area is located within Daly City, California in San Mateo County (See Figure A, Vicinity Map). Specifically, the project site is bound by Schwerin Street to the West and Martin Street to the South, with Midway Drive running directly through the center of the project area. The project site is approximately 15 acres and is comprised of 39 San Mateo County parcels.

The proposed project involves redevelopment of this site and include mixed-use development consisting of 555 residential units, 725 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. Additionally, Bayshore Park will be relocated and redeveloped as part of the proposed project. SMCHA currently administers the Public Housing Program throughout San Mateo County, which includes the existing Midway Village area. These homes are restricted for low and very low-income households and would remain as such under the proposed project. Other improvements as part of the proposed project include landscaping, water and wastewater line improvements, and pedestrian walkways.

B. Project Background

The Midway Village area is listed as an active cleanup site on the state "Cortese" list pursuant to Government Code Section 65962.5. A Phase I Environmental Site Assessment (ESA) was prepared for the project site. The site history from this Phase I ESA is summarized below:

From approximately 1906 to 1916 a manufactured gas plant (MGP) operated on what is today the Pacific Gas and Electric Company (PG&E) Martin Service Center property, located directly north of project site. This plant used crude oil to create gas used for lighting. This process produced a waste material called lampblack containing polycyclic aromatic hydrocarbon (PAH) which impacted soils where the plant existed. In 1944, the Federal Government obtained parts of the PG&E property, including the project site, to build Navy housing. When land for this housing was graded, contaminated soils containing PAHs were unknowingly used to fill low-lying areas prior to construction of the housing. The volume of PAH-containing fill material used in this manner has been estimated at approximately 20,000 cubic yards (CY).

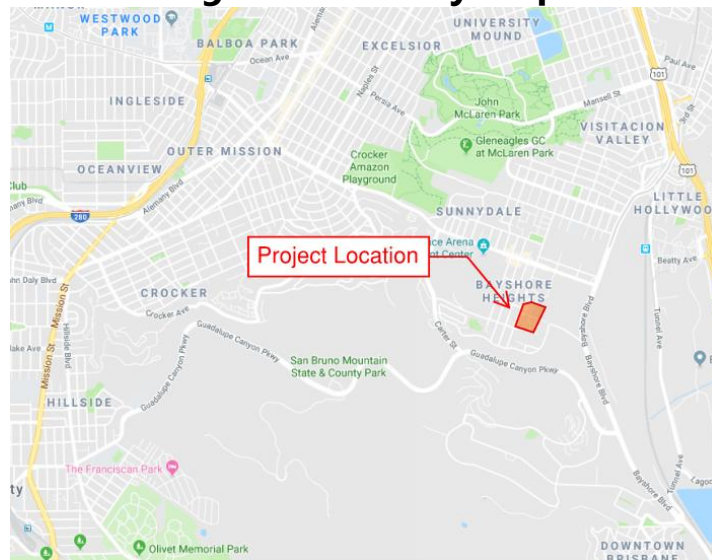
In 1976, the Navy housing was demolished, and the Midway Village Housing Complex was built and a year later (Midway Village area), in 1977, the City of Daly City created Bayshore Park on the property immediately adjacent to and northeast of the Midway Village area. It wasn't until 1990

that the Department of Toxic Substance Control (DTSC) became aware of the contamination in and around the Midway Village area, as well as the Bayshore Park area, and the childcare facility.

Various site investigations including testing of the soils and groundwater in and around the Midway Village area occurred in the early 90s. In 1993 the DTSC approved a cleanup and Remedial Action Plan (RAP) for the Midway Village area which included soil removal of the top two to five feet of soils in select areas (approximately 2,983 CY of material) followed by capping of these areas with two to five feet of clean soil, concrete patios, asphalt, or walkways. This work was completed by 1994. Then in 1998, DTSC approved a similar plan for Bayshore Park.

Currently, the Bayshore Park area has land use restrictions which are limited by a "Covenant to Restrict Use of Property" made between the City of Daly City and the DTSC. A Deed Restriction was filed with San Mateo County Clerk on October 17, 2002, which was developed to prevent exposure of humans or biota to the potential contaminants on the site. Any development of the Bayshore Park area would be required to comply with the Deed Restriction, which may need to be modified or lifted to allow for residential use on the site. This is further discussed in Section 2.5.2, Approvals of this SCEA (SCS Engineers 2017).

Figure A: Vicinity Map



C. Existing Sanitary Sewer System

The sanitary sewer collection system that serves the Project site is owned and operated by the Bayshore Sanitary District (District). Sewer flow generated on the project site is conveyed through a series of gravity collection mains to the Carlyle Pump Station. Treatment of the District's wastewater is provided by the San Francisco Public Utilities Commission (SFPUC) at their Southeast Wastewater Treatment Plant.

Carlyle Pump Station (CPS)

The Project site sewer is conveyed to the Carlyle Pump Station, located at 96 Industrial Way. The CPS is fed by an 18-inch gravity sewer line located beneath Midway Drive that runs from the intersection of Schwerin Street and Midway Drive to the CPS on Industrial Way. Several sewer laterals connect the surrounding buildings to this sewer main on Midway Drive.

The existing pump station has four pumps each rated 30 horsepower (hp) in a 10' x 27'-2" wet-well below ground. The Bayshore Sanitary District 2018 Master Plan indicates that the capacity of the CPS with a single pump running is 1,750 gpm, with two pumps running simultaneously is 2,550 gpm, with three pumps running simultaneously is approximately 2,950 gpm, and with four pumps running simultaneously is approximately 3,200 gpm (at the fourth pump on level). These pumps are not variable speed pumps, rather they cycle on and off and are controlled by floats. If one pump will not keep up with the inflow, then additional pumps will turn on. The 14-inch asbestos cement line (AC) that is 3,320 feet long discharges into a City and County of San Francisco (CCSF) manhole at elevation 7.76.

D. Criteria

The design calculations of the proposed system are based on the District's design parameters indicated in Section B of the District's Standard Specifications. Peak flow from the proposed project entering the gravity line cannot reach 100% of the existing line capacity, i.e., depth of flow cannot be greater than or equal to the pipe diameter. Should this occur, additional measures or upsizing of pipes would be needed.

If the project peak flow exceeds the pumping capacity (flow and head) of any existing lift station then additional improvements would be needed to mitigate the project's impact. The project should also mitigate if the velocity in the existing asbestos cement pipe is greater than 10 feet per second which is unlikely to occur in the force main downstream of the lift station.

All pipes must be sized to flow at 2 feet per second at half full in order to achieve cleaning velocities. In order to meet this criteria, the existing pipes must meet the following minimum slope requirements before and after settlement:

- 12-inch = 0.2%
- 15-inch = 0.15%
- 18-inch = 0.12%
- 24-inch = under 0.1%

E. Approach / Methodology

The approach used to evaluate the proposed Project impacts on the existing system included:

- 1) Using GIS parcel data and the Master Plan Table 2-6 (History of District Customers by Type), BKF identified the number of parcels/units tributary to each of the manholes at the upstream ends of the model. See Table 1 in the Attachments for a breakdown of parcels/units by manhole.
- 2) BKF then calculated the number of dwelling units tributary to the existing sewer line through the project (MH-34, MH-35 and MH-14A). A majority of the parcels to these manholes include detached single family residential units. As a result, a 1:1 ratio was applied to calculate the number of dwelling units in each parcel. BKF then applied the 200 gpd/residential dwelling unit to calculate flow to these manholes.
- 3) The total average dry weather flow to CPS, provided by the District (262,874 gpd), was used to calculate the balance of dry weather flow from all other residential and non-residential parcels. The remaining flow was distributed uniformly based on number of parcels tributary to the remaining model inflow manholes (MH-5, MH-17 and MH-24).
- 4) A peaking factor of 2 was used to estimate the peak dry weather flow to each manhole.
- 5) To estimate infiltration and inflow, Master Plan Table 6-1 (I/I in Individual Flow Monitoring Basins) was used to estimate average infiltration/inflow flow based on mile-inches of pipe for each model inflow manhole.
- 6) BKF used the highest infiltration/inflow recorded at CPS (during the 2017 storm event cited in the Master Plan) and the previously determined infiltration/inflow factor derived above to calculate the corresponding flow rate to each manhole. After reviewing the January 10th, 2017 storm against historical rainfall data from the National Oceanic and Atmospheric Administration (NOAA), the rain event corresponds to a 40-year design storm which is higher than the typical design storm used for determining infiltration/inflow (5 or a 10-year design storm).
- 7) From the corresponding CPS pumped flow recordings (Master Plan Figure 2-4), 2,835gpm (i.e., max pumped flow of 3,200 gpm – peak dry weather flow of 365 gpm) was used to calculate the storm event infiltration/inflow at each manhole.
- 8) To calculate the infiltration/inflow from the proposed project, BKF calculated the infiltration/inflow for existing pipes on project site and substituted the infiltration/inflow from the proposed project pipelines. The I/I from the proposed project pipes is calculated using the design infiltration rate of 0.2 gpm per inch-diameter per 1000 ft.

- 9) The resulting net increase in peak wet-weather flow with the proposed project is only 26 gpm. Without any reduction for a new pipe system, the increase in peak wet weather flow is 136 gpm.
- 10) The CPS pump station performance was reviewed in accordance with the peak flow increases. With either increase in flow, the pump station/forcemain is adequate to serve the project.

F. Projected Sewer Flow

The daily average sewer generation for each building is calculated using the occupancy of the existing or proposed building using sewer demand factors designated in the 2018 Master Plan and supplemented by industry standard demand factors. The sewer flows are estimated using the dwelling units and occupancies, provided by DB Architects in September of 2019, to equate a flow based on the demand factors and occupancies. BKF validated the standard demand factors using historical flow monitoring data at the CPS.

Residential demand estimates were estimated using a generation rate of 200 gallons per day per unit per the Bayshore Sanitary District standards. Office, community, and day care demand estimates are based on a demand factor of 10 gallons per day per person. Park bathroom demand is accounted for using 488 gallons per restroom per day.

Table A below shows the existing, proposed, and the increase (proposed minus existing use) in wastewater generated by the project.

Table A: Post-Project Increases in Wastewater Generation

Project Characteristic	Demand Factor ^{(1) (2)}		Existing Consumption ⁽³⁾ (gallons/day)	Proposed Consumption ⁽³⁾ (gallons/day)	Increase in Use
Residential	200	gallons/du/day	30,000	111,000	81,000
Office/Community Center	10	gallons/person/day	70	900	830
Day Care	10	gallons/student/day	1,090	1,250	160
Bayshore Park Restrooms ⁽⁴⁾	488	gallons/restroom/day	0	976	976
Total For Project				114,126	82,966
Sources: 1. Residential demand is based on Bayshore Sanitary District 2018 Master Plan wastewater design criteria of 200 gallons per day per dwelling unit. 2. Office/Community Center and day care demand factor is based on City of Oakland Sewer flow rate of 10 gallons per day per person. 3. Existing and proposed employees/students counts for office/community center and daycare are provided by DB Architects. - Daycare: 109 Existing & 125 Proposed students - Office/Community Center: 7 Existing & 90 Proposed students 4. Assumes 20 fixtures per restroom.					

The average daily values estimated were then multiplied by a peaking factor of 2 to account for fluctuations in water usage during the day to calculate peak dry weather flow. Table 2 presents the demand factors used and the peak dry weather flows for each building.

G. Additional Inflow & Infiltration (I/I)

The District's collection system is significantly impacted by additional Rainfall-Derived I/I (RDII) spikes during and shortly following rainfall events. Appendix 2 summarizes historical peak daily flows at the inflow pipe to the Carlyle Pump Station during the period 1993 to 2017 provided in the 2018 District Master Plan. I/I derivation is summarized in Tables 1 and 2.

Calculation of RDII

Historical peak daily flows provided in the District's Master Plan were used to estimate the I/I flows in the existing collection system. The largest recorded I/I occurred on January 10, 2017. Approximately 1.4 inches of rainfall occurred over 2 hours, corresponding to a 40-year storm per NOAA Atlas 14. The largest amount of rainfall recorded over a 24-hour period occurred on February 26, 2008 with approximately 3.25 inches of rainfall, corresponding to a 5-year storm. The infiltration and inflow rates for these two storms were applied to model nodes using the basin-specific generation rates noted in Table 6-1 of the 2018 District Master Plan. The 5-year storm was applied to establish a design storm I/I while the 40-year storm was used to evaluate the system during extreme events.

Reduction in I/I Rates

Infiltration and inflow to the project site will be reduced with the removal of the existing pipes. For the 5-year storm, the I/I reduction was calculated using the corresponding generation rate of the existing collection system (length and pipe diameter). Per District standards, I/I rates for the proposed sections of pipe were calculated using the generation rates of 0.2 gpm per inch-diameter per 1,000 feet of pipe.

For the purposes of this analysis, no reduction in I/I was included for the 40-year storm. Although the infiltration and inflow will be reduced, this is a conservative approach for the evaluation during extreme rain events.

Model Scenarios

The calculated peak wet weather conditions reflect the maximum I/I rates and the peak dry weather flows for the proposed collection system. The model was run for both the 5-year flows

and the 40-year flows. During the 5-year storm, the main inflow line runs partially full. During the 40-year storm, the sewer flows will still be contained below the existing ground.

H. Hydraulic Analyses

A hydraulic model was setup to, a) analyze the capacity of the existing gravity sewer collection system, and b) to identify improvements necessary to support the Project. The sanitary sewer collection system was analyzed using a computer-modeling software, SewerCAD by Haestad Methods. SewerCAD is a collection system analysis program that evaluates gravity and pressurized sanitary sewer collection systems using Manning's equation. Refer to Figure 1 for Sewer System Model Layout.

Model Setup

The existing gravity sewer system pipe sizes, inverts and rim elevations needed to analyze system capacity were gathered from several sources. These include field survey data, City block-maps, construction drawings, and as-built information. Because gravity sewer lines generally operate under open channel flow conditions, the slope of the line is critical in estimating capacity. The model was built primarily using field survey data. Field survey data from structures immediately upstream of the Carlyle Pump Station (presented in the 2015 Sewer System Management Plan) was supplemented by field survey for the purposes of this analysis. The two field surveys include all structures and pipes downstream of the project to the Carlyle Pump Station. As-builts and City block maps were used to supplement any field survey data that is missing for the remaining lateral structures.

Results

The analyses showed that the depth of flow in the existing gravity sewer system is less than 75-percent of the pipe diameter for all pipe segments from the project site to the Carlyle Pump Station under peak wet weather flow. The existing 18-inch main line is shown to be adequately sized to convey Project sewer flows. See Table 3 in the Attachments for the peak wet weather hydraulic results.

With the highest infiltration and inflow ever recorded (40-year storm event), the existing gravity sewer system can convey peak sewer flows with freeboard throughout the modeled system. No reduction for I/I is considered during this scenario. During this extreme event, the boundary condition is set at the pump station wet well water elevation needed to convey the peak flows (to be discussed in the following section). See Table 4 in the Attachments for the corresponding hydraulic results.

I. Impacts, Mitigations, and Recommendations

The proposed Project will increase peak flow and volume to the existing downstream sanitary sewer collection system, which is made up of two main components, 1) the gravity pipe collection system, and 2) the Carlyle Pump Station.

Gravity System

The analyses showed that the existing gravity collection system is able to convey the increase in sewer flow from the proposed Project and still meet the criteria.

- Impacts and Mitigation – There are no impacts to the gravity system as a result of the proposed Project. As such, the Project is not required to implement mitigation measures.

Carlyle Pump Station

The existing Carlyle Pump Station, to where the proposed Project ultimately discharges to, has four pump. The pumps turn on successively as the water level raises in the wet-well. When the water level reaches elevation of (-)2.5 feet, the fourth pump turns on and the combined flow pumped at this point with all four pumps running simultaneously is 3,200 gpm.

With the proposed project, the peak wet-weather flow is estimated to be 3,336gpm. Since this flow rate is higher than 3,200 gpm pumped at wet-well water level elevation of (-)2.5 feet, the water level raises in the wet-well, which in turn reduces the static head allowing all four pumps to discharge at a higher rate than 3,200gpm. So, the wet-well elevation at which all four pumps can match the inflow of 3,336gpm is 2.3 feet. This increased wet-well elevation of 2.3 feet was used as starting water surface elevation for the gravity pipe system capacity analyses.

Under these conditions and without any reduction in infiltration and inflow from the proposed project, the pump station water level will not exceed elevation 2.3 with all four pumps running and no overflows will occur in the upstream gravity system. Refer to Figure 2 for the Carlyle SSPS Curve.

J. Conclusion

The proposed Project will increase peak flow and volume to the existing sanitary sewer collection. The analyses found that the existing conveyance and pump systems are able to handle the increase in flow without any modifications. As such, there are no impacts as a result of the Project.

Attachments

- Table 1: Wastewater Generated
- Table 2: Wastewater Generated – Project
- Table 3: Peak Wet Weather Flows
- Table 4: Peak Wet Weather Flows, Highest Recorded I/I

Figure 1: Sewer System/Model Layout

Figure 2: Carlyle SSPS Curve

Appendices

- Appendix 1: Flow Monitoring Basins
- Appendix 2: I/I Flow Rates – Historical Data
- Appendix 3: Carlyle Pump Station Information

References

- i) Bayshore Sanitary District Master Plan, August, 2018.
- ii) Bayshore Sanitary District Standard Specifications for Design and Construction of Sanitary Sewer Collection and Conveyance Facilities (rev. 3), March 2018.
- iii) California Building Standards Commission, 2010 California Fire Code, January 2011.
- iv) City of Oakland Sanitary Sewer Design Standards, August 2008.

ATTACHMENTS

Table 1A - Wastewater Generated: Existing Conditions

Model Node	Existing Sewer Flows				
	Existing Dwelling Units ⁽¹⁾	Average Dry Weather Flow ⁽²⁾⁽³⁾ (gpd)	Peak Dry Weather Flow ⁽⁴⁾ (gpm)	Highest Recorded I/I ⁽⁵⁾ (gpm)	Highest Recorded Peak Wet Weather Flow ⁽⁵⁾ (gpm)
MH-34	798	159,600	222	1,286	1,508
MH-35 (Project Flows)	150	30,000	42	429	471
MH-14A	136	27,200	38	389	427
MH-5	486	44,874	62	585	647
MH-17	1	92	0	27	27
MH-24	12	1,108	2	118	120
Total	1,583	262,874	365	2,835	3,200

Notes:

- There are 1,742 dwelling units in the entire sewer district according to the 2018 Master Plan. 159 parcels, in predominantly residential zoning areas, do not discharge to the Carlyle Pump Station. BKF has conservatively assumed that 159 dwelling units are not conveyed to the Carlyle Pump Station.
- Average Dry Weather Flow (ADWF) for residential use is estimated using a demand factor of 200 gallons per day per dwelling unit (per District standards).
- The total ADWF corresponds to the measured baseline flow at the Carlyle Pump Station (262,874 gallons per day).
- Peak Dry Weather Flow (PDWF) is calculated using a peaking factor of 2. Flow monitoring at the pump station on 11/03/16 shows a peaking factor of approximately 1.4.
- On January 11th, 2017, approximately 1.4 inches of rainfall occurred over 2 hours (corresponding to about a 40 year storm). All four pumps were activated with a recorded discharge of 3,200 gallons per minute. The corresponding infiltration and inflow is 2,835 gallons per minute. Infiltration and inflow rates are applied (using length and pipe diameter) to model nodes using the basin specific generation rates noted in Table 6-1 of the 2018 Master Plan. These generation rates (that assess a smaller storm event) are applied using a universal factor to adjust to the highest recorded infiltration and inflow rate to the pump station.

Table 1B - Wastewater Generated: Proposed Conditions

Model Node	Proposed Sewer Flows						
	Proposed Dwelling Units ⁽¹⁾	Average Dry Weather Flow ⁽²⁾ (gpm)	Peak Dry Weather Flow ⁽²⁾ (gpm)	I/I with Proposed Project ⁽³⁾ (gpm)	Peak Wet Weather Flow with Highest Recorded I/I ⁽³⁾ (gpm)	Peak Wet Weather Flow (gpm) without I/I Reduction	Peak Wet Weather Flow ⁽⁴⁾ (gpm)
MH-34	798	159,600	222	1,286	1,508	1,508	723
MH-35 (Project Flows)	555	114,126	159	319	478	588	286
MH-14A	206	41,200	57	389	446	446	209
MH-5	486	44,874	62	585	647	647	290
MH-17	1	92	0	27	27	27	11
MH-24	12	1,108	2	118	120	120	48
	2,058	361,000	501	2,725	3,226	3,336	1,566
Notes:							
1. An additional 71 units is routed to Node MH-14A for the Robertson School Site.							
2. See Table 2 for project flows.							
3. Infiltration and inflow from the project site will be reduced with the removal of existing pipes. The reduction is assessed using the corresponding generation rate (using length and pipe diameter) for the pipes to be removed. Infiltration and inflow for proposed pipes is assessed using the generation rate of 0.2 gpm per inch-diameter per 1,000 feet (per District standards).							
4. On February 26th, 2008, approximately 3.25 inches of rainfall occurred over 24 hours (corresponding to a 5 year storm) and generated the second highest daily flow recorded. The infiltration and inflow rates for this event are applied (using length and pipe diameter) to model nodes using the basin specific generation rates noted in Table 6-1 of the 2018 Master Plan. These generation rates (that assess a smaller storm event) are applied using a universal factor to adjust to the infiltration and inflow rate for the 5-year, 24-hour storm to the pump station.							

Table 2 - Wastewater Generated - Project

Project Characteristic	Demand Factor ⁽¹⁾⁽²⁾	Proposed Occupancy ⁽³⁾	Average Dry Weather Flow (gpd)	Peak Dry Weather Flow ⁽⁴⁾ (gpm)
Residential	200 gallons/du/day	555 du	111,000	154
Office/Community Center	10 gallons/person/day	90 persons	900	1
Day Care	10 gallons/student/day	125 persons	1,250	2
Bayshore Park Restrooms ⁽⁴⁾	488 gallons/restroom/day	N/A	976	1
Total For Project			114,126	159
Notes: 1. Residential demand is based on Bayshore Sanitary District 2018 Master Plan wastewater design criteria of 200 gallons per day per dwelling unit. 2. Office/Community Center and day care demand factor is based on City of Oakland Sewer flow rate of 10 gallons per day per person. 3. Existing and proposed employees/students counts for office/community center and daycare are provided by DBArchitects. - Daycare: 109 Existing & 125 Proposed students - Office/Community Center: 7 Existing & 90 Proposed students 4. Assumes 20 fixtures per restroom. 5. Peak Dry Weather Flow (PDWF) is calculated using a peaking factor of 2. Flow monitoring at the pump station on 11/03/16 shows a peaking factor of approximately 1.4.				

**MIDWAY VILLAGE
SANITARY SEWER SYSTEM REPORT**
January 2020

**TABLE 3
SANITARY SEWER FLOW HYDRAULICS, PEAK WET WEATHER FLOW, MODEL OUTPUT**
(Analysis performed using Bentley SewerCAD v8i)

Pipe ⁽¹⁾ #	Upstream Node	Downstream Node	Total Discharge (gpm) ⁽¹⁾	Capacity @ Constructed Slope (gpm)	Pipe Size ⁽⁵⁾ (inches)	Length (feet)	Constructed Slope (ft/ft)	Pipe Roughness (Manning's n)	Invert Elevation		Ground/Rim Elevation		HGL ⁽³⁾ Elevation		Upstream Freeboard ⁽²⁾ (feet)	Upstream Cover (feet)	Velocity (ft/s)	Depth/Diameter Ratio d/D
									Upstream	Downstream	Upstream	Downstream	Upstream	Downstream				
P-L101-3	MH-17	MH-18	11	713.8	8.0	23.1	0.017	0.013	2.60	2.20	9.83	9.83	2.67	2.30	7.2	6.6	1.7	
P-L101-2	MH-18	MH-19	11	360.6	8.0	316.7	0.004	0.013	2.20	.80	9.83	13.63	2.28	1.84	7.6	7.0	1.0	
P-L101-1	MH-19	MH-20	11	191.7	8.0	80.1	-0.001	0.013	.80	.90	13.63	11.97	1.84	1.84	11.8	12.2	0.1	
P-L102-4	MH-6	MH-5	290	488.6	12.0	321.4	0.001	0.013	5.30	5.60	10.52	10.89	6.30	6.18	4.2	4.2	1.5	
P-L102-3	MH-6	MH-7	290	275.8	12.0	336.2	0.000	0.013	5.30	5.20	10.52	15.92	6.18	6.08	4.3	4.2	0.9	
P-L102-2	MH-7	MH-8	290	0.0	12.0	24.7	0.000	0.013	5.20	5.20	15.92	15.86	5.93	5.92	10.0	9.7	0.8	
P-L102-1	MH-8	MH-9	290	866.8	12.0	81.7	0.003	0.013	5.20	4.96	15.86	18.01	5.90	5.88	10.0	9.7	2.2	
P-L101-3	MH-23	MH-24	48	215.0	6.0	301.7	0.007	0.013	4.50	6.70	9.64	11.77	6.86	4.72	2.8	4.6	2.0	
P-L101-2	MH-21	MH-23	48	178.6	6.0	159.1	0.005	0.013	3.70	4.50	12.51	9.64	4.68	3.92	7.8	8.3	1.7	
P-L101-1	MH-21	MH-20	48	1004.5	8.0	81.6	0.034	0.013	3.70	.90	12.51	11.97	3.85	1.84	8.7	8.1	3.3	
P-09	MH-34	MH-35	723	2517.2	18.0	333.2	0.003	0.013	15.01	14.06	39.09	27.51	15.56	14.69	23.5	22.6	2.7	0.37
P-08	MH-35	MH-36	1009	3841.8	18.0	218.3	0.007	0.013	13.91	12.46	27.51	23.92	14.48	13.04	13.0	12.1	4.1	0.38
P-07	MH-36	MH-37	1009	2634.1	18.0	92.9	0.003	0.013	12.30	12.01	23.92	25.06	12.94	12.65	11.0	10.1	3.1	0.43
P-06	MH-37	MH-14A	1009	3614.1	18.0	388	0.006	0.013	11.76	9.48	23.06	26.50	12.33	10.32	12.7	11.8	3.9	0.38
P-05	MH-14A	MH-15	1218	3777.1	18.0	370.8	0.006	0.013	9.45	7.07	26.50	16.97	10.07	7.96	16.4	15.6	4.3	0.41
P-04	MH-15	MH-16	1218	2311.9	18.0	299.4	0.002	0.013	7.07	6.35	16.97	16.35	7.85	7.42	9.1	8.4	3.0	0.52
P-03	MH-16	MH-9	1218	1509.4	18.0	331.7	0.001	0.013	6.35	6.01	16.35	18.01	7.37	7.03	9.0	8.5	2.1	0.68
P-02	MH-9	MH-20	1508	17389.0	24.0	136.7	0.029	0.013	4.91	.90	18.01	11.97	5.55	1.79	12.5	11.1	7.6	0.32
P-01	MH-20	O-1	1567	29951.8	24.0	47.7	0.087	0.013	.90	- 3.25	11.97	11.00	1.55	- 2.94	10.4	9.1	11.2	0.33

Notes

- (1) ft = feet, cfs = cubic feet per second, ft/s = feet per second
- (2) Freeboard is HGL (Hydraulic Grade Line) below Rim of Inlet
- (3) Outfall discharges to the Carlyle Pump Station. Outfall tailwater condition is set to the second pump on (elevation -4.0).
- (4) See Figure 1 for SewerCAD schematic
- (5) Nominal pipe size is assumed to be the inside diameter

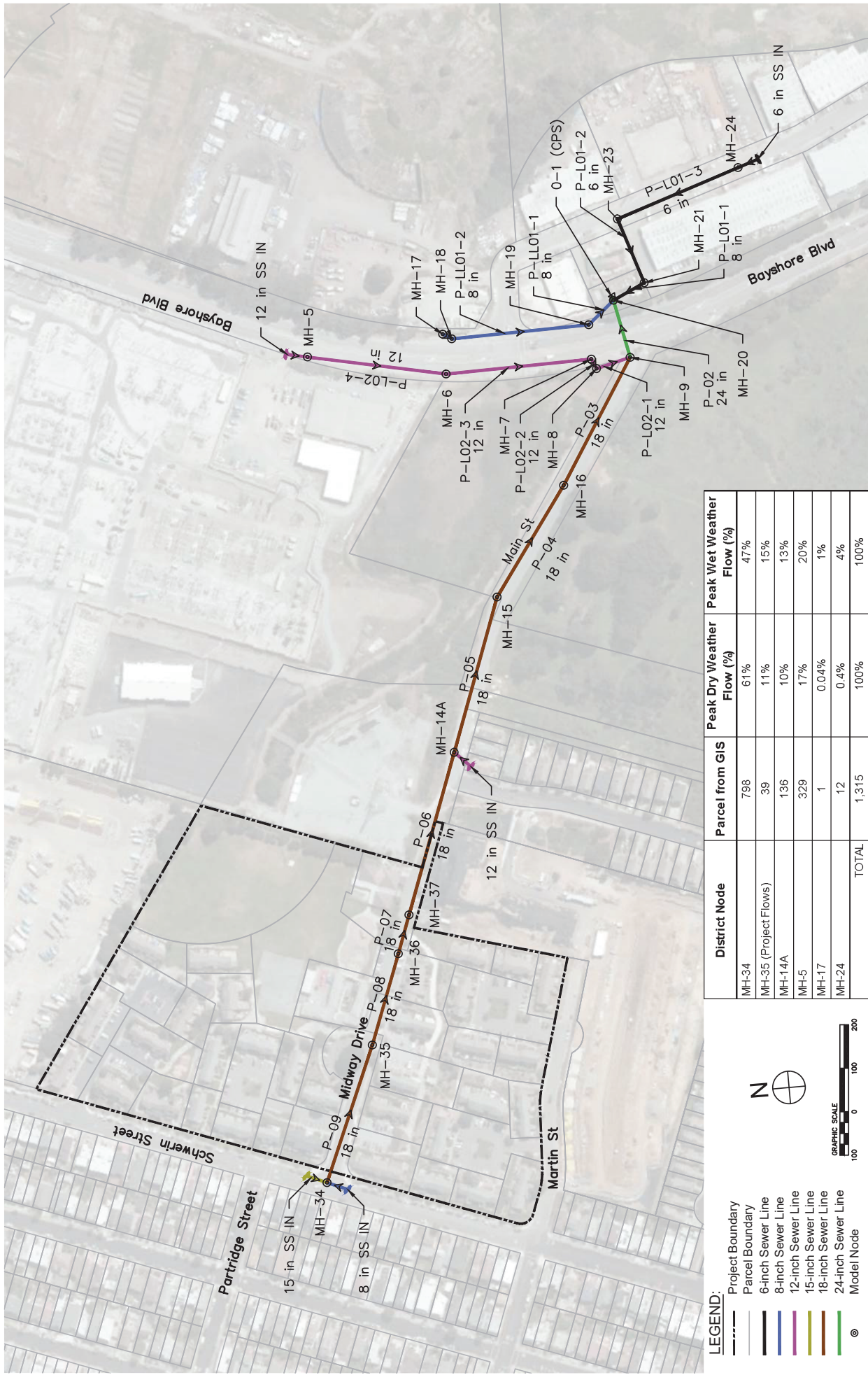
**MIDWAY VILLAGE
SANITARY SEWER SYSTEM REPORT
January 2020**

**TABLE 4
SANITARY SEWER FLOW HYDRAULICS, PEAK WET WEATHER FLOW, HIGHEST RECORDED I/L MODEL OUTPUT**
(Analysis performed using Bentley SewerCAD v8i)

Pipe ⁽⁴⁾ #	Upstream Node	Downstream Node	Total Discharge (gpm) ⁽¹⁾	Capacity @ Constructed Slope (gpm)	Pipe Size ⁽⁵⁾ (inches)	Length (feet)	Constructed Slope (ft/ft)	Pipe Roughness (Manning's n)	Invert Elevation		Ground/Rim Elevation		HGL ⁽³⁾ Elevation		Upstream Freeboard ⁽²⁾ (feet)	Upstream Cover (feet)	Velocity (ft/s)	Depth/Diameter Ratio d/D
									Upstream	Downstream	Upstream	Downstream	Upstream	Downstream				
P-L1-01-3	MH-17	MH-18	27	713.8	8.0	23.1	0.017	0.013	2.60	2.20	9.83	9.83	2.71	2.48	7.1	6.6	2.2	
P-L1-01-2	MH-18	MH-19	27	360.6	8.0	316.7	0.004	0.013	2.20	.80	9.83	13.63	2.48	2.47	7.4	7.0	1.4	
P-L1-01-1	MH-19	MH-20	27	191.7	8.0	80.1	-0.001	0.013	.80	.90	13.63	11.97	2.47	2.47	11.2	12.2	0.2	
P-L02-4	MH-6	MH-5	647	488.6	12.0	321.4	0.001	0.013	5.30	5.60	10.52	10.89	7.72	7.20	2.8	4.2	1.8	
P-L02-3	MH-6	MH-7	647	275.8	12.0	336.2	0.000	0.013	5.30	5.20	10.52	15.92	7.17	6.62	3.4	4.2	1.8	
P-L02-2	MH-7	MH-8	647	0.0	12.0	24.7	0.000	0.013	5.20	5.20	15.92	15.86	6.57	6.53	9.4	9.7	1.8	
P-L02-1	MH-8	MH-9	647	866.8	12.0	81.7	0.003	0.013	5.20	4.96	15.86	18.01	6.48	6.34	9.4	9.7	1.8	
P-L01-3	MH-23	MH-24	120	215.0	6.0	301.7	0.007	0.013	4.50	6.70	9.64	11.77	6.97	4.86	2.7	4.6	2.5	
P-L01-2	MH-21	MH-23	120	178.6	6.0	159.1	0.005	0.013	3.70	4.50	12.51	9.64	4.80	4.05	7.7	8.3	2.2	
P-L01-1	MH-21	MH-20	120	1004.5	8.0	81.6	0.034	0.013	3.70	.90	12.51	11.97	3.94	2.47	8.6	8.1	4.3	
P-09	MH-34	MH-35	1508	2517.2	18.0	333.2	0.003	0.013	15.01	14.06	39.09	27.51	15.85	15.11	23.2	22.6	3.3	0.56
P-08	MH-35	MH-36	2096	3841.8	18.0	218.3	0.007	0.013	13.91	12.46	27.51	23.92	14.74	13.46	12.8	12.1	5.0	0.55
P-07	MH-36	MH-37	2096	2634.1	18.0	92.9	0.003	0.013	12.30	12.01	23.92	25.06	13.31	13.02	10.6	10.1	3.7	0.67
P-06	MH-37	MH-14A	2096	3614.1	18.0	388	0.006	0.013	11.76	9.48	23.06	26.50	12.59	10.81	12.5	11.8	4.7	0.55
P-05	MH-14A	MH-15	2542	3777.1	18.0	370.8	0.006	0.013	9.45	7.07	26.50	16.97	10.37	9.19	16.1	15.6	5.1	0.61
P-04	MH-15	MH-16	2542	2311.9	18.0	299.4	0.002	0.013	7.07	6.35	16.97	16.35	9.10	8.23	7.9	8.4	3.2	1.35
P-03	MH-16	MH-9	2542	1509.4	18.0	331.7	0.001	0.013	6.35	6.01	16.35	18.01	8.13	6.93	8.2	8.5	3.2	1.19
P-02	MH-9	MH-20	3189	17389.0	24.0	136.7	0.029	0.013	4.91	.90	18.01	11.97	5.86	2.40	12.2	11.1	9.4	0.48
P-01	MH-20	O-1	3336	29951.8	24.0	47.7	0.087	0.013	.90	- 3.25	11.97	11.00	2.28	2.30	9.7	9.1	14.0	0.69

Notes

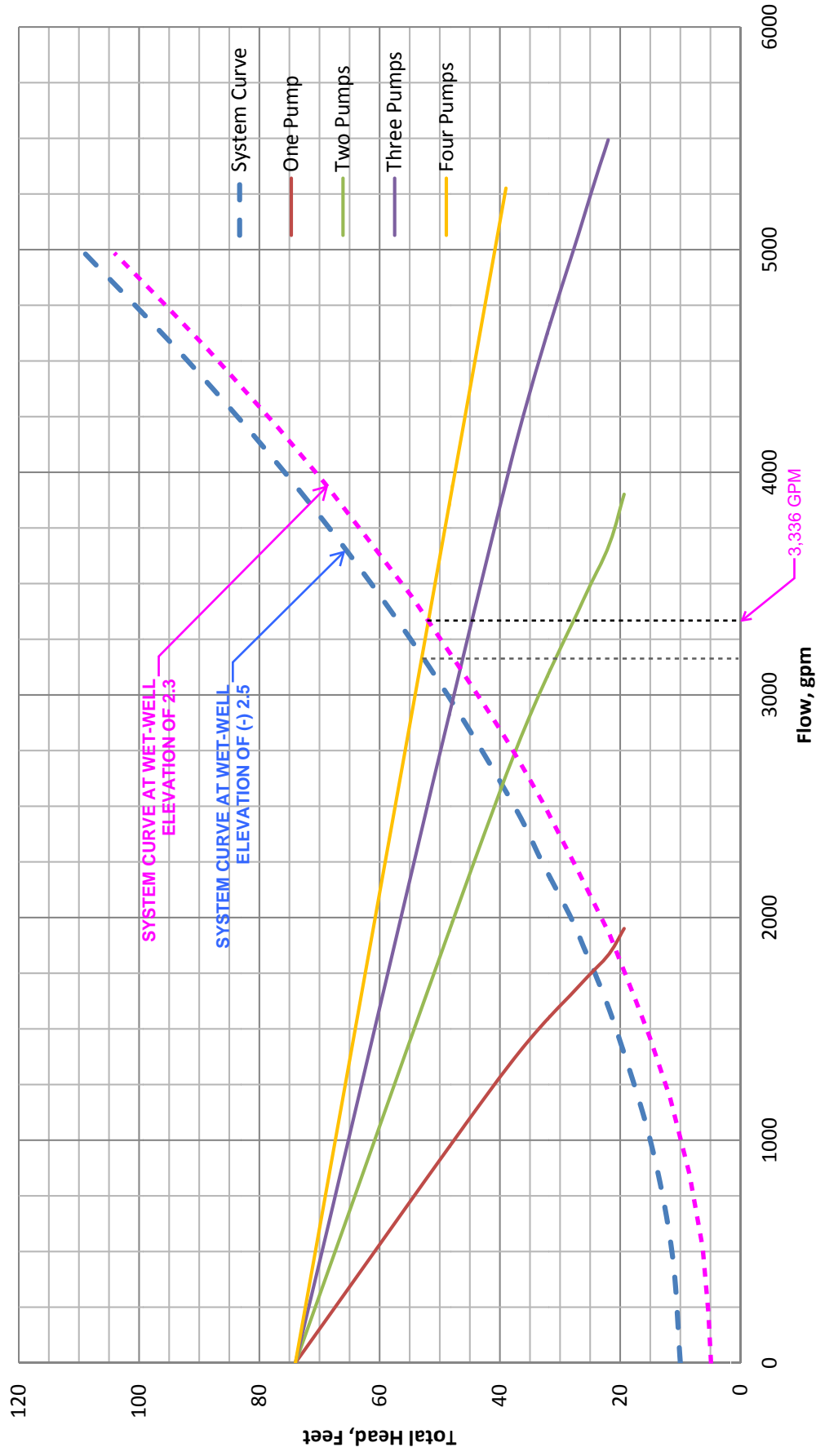
- (1) ft = feet, cfs = cubic feet per second, ft/s = feet per second
- (2) Freeboard is HGL (Hydraulic Grade Line) below Rim of Inlet
- (3) Outfall discharges to the Curlye Pump Station. Outfall tailwater condition is set to elevation 2.3 which corresponds to the head required for the four pumps to convey the project peak flow in addition to the pump capacity. See Figure 2 for the corresponding pump curves. This pump station analysis does not include any reduction in infiltration and inflow from the project.
- (4) See Figure 1 for SewerCAD schematic
- (5) Nominal pipe size is assumed to be the inside diameter



District Node	Parcel from GIS	Peak Dry Weather Flow (%)	Peak Wet Weather Flow (%)
MH-34	798	61%	47%
MH-35 (Project Flows)	39	11%	15%
MH-14A	136	10%	13%
MH-5	329	17%	20%
MH-17	1	0.04%	1%
MH-24	12	0.4%	4%
TOTAL	1,315	100%	100%

FIGURE 1: EXISTING SEWER SYSTEM / MODEL
MIDWAY VILLAGE DEVELOPMENT

FIGURE 2 - CARLYLE SEWER PUMP STATION CURVE



APPENDICES

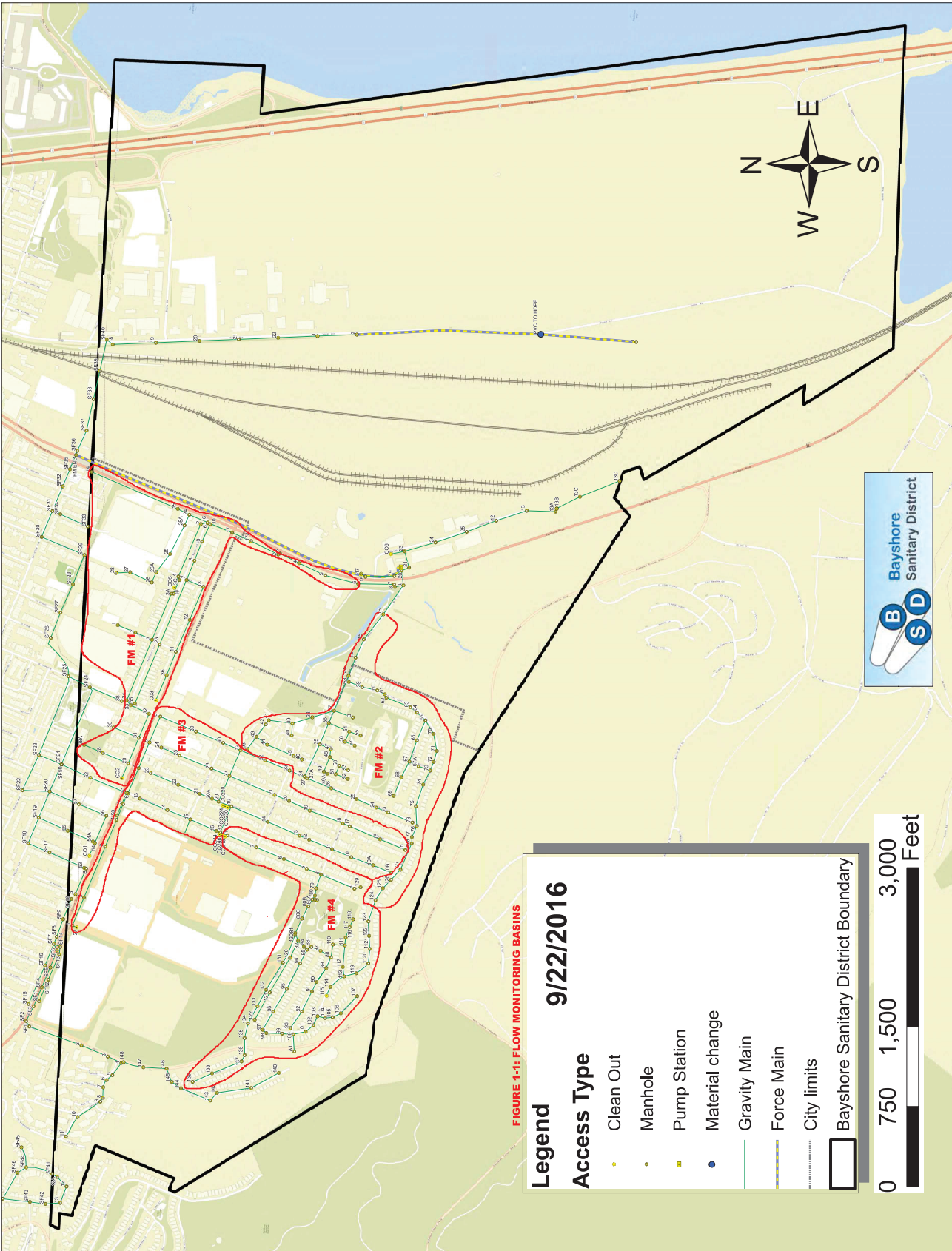


FIGURE 1-1: FLOW MONITORING BASINS

Legend

9/22/2016

Access Type

- Clean Out
- Manhole
- Pump Station
- Material change
- Gravity Main
- Force Main
- City limits
- Bayshore Sanitary District Boundary

07501,5003,000

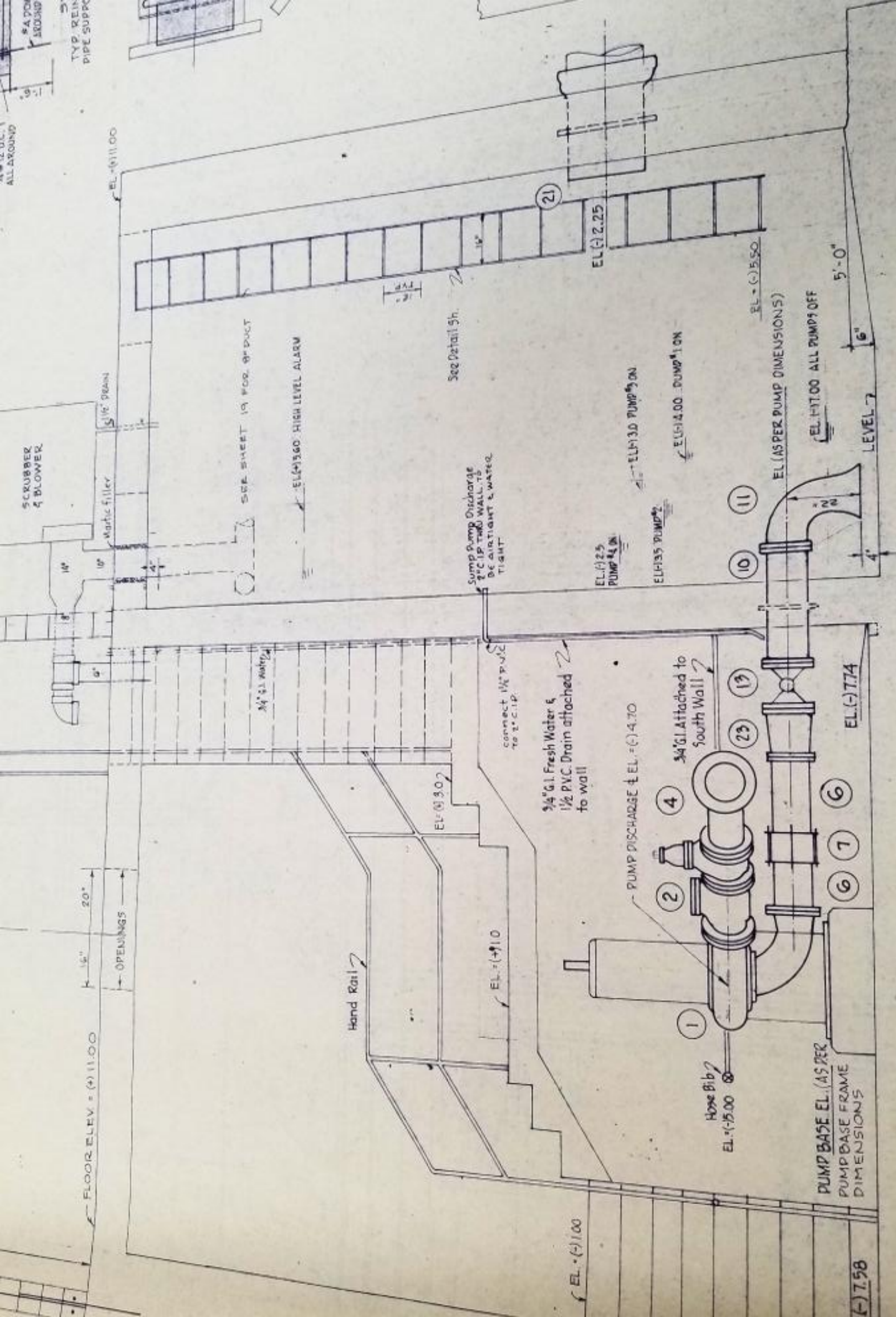
Feet

**Table 4-2:
Summarized Historical I/I**

YEAR	MONTH	DATE	RAIN	FLOW	EST DRY FLOW	EST I/I
2017	Feb.	10	1.10	921,000	262,800	658,200
		11	0.40	1,042,000	262,800	779,200
		12	0.20	748,000	262,800	485,200
		13	0.80	1,040,000	262,800	777,200
	Jan.	4	1.10	655,000	262,800	392,200
		10	0.75	847,000	262,800	584,200
		11	1.40	1,571,000	262,800	1,308,200
		19	1.00	633,000	262,800	370,200
		20	1.00	644,000	262,800	381,200
2016	Jan.	5	0.85	423,000	262,800	160,200
		6	1.25	698,000	262,800	435,200
		19	0.65	683,000	262,800	420,200
		20	0.60	859,000	262,800	596,200
	Dec.	8	1.64	675,000	262,800	412,200
		9	0.50	640,000	262,800	377,200
		16	1.50	979,000	262,800	716,200
2015	Dec.	22	2.60	1,030,000	262,800	767,200
2014	Dec.	3	1.75	1,075,000	262,800	812,200
		4	1.00	795,000	262,800	532,200
		12	1.90	2,247,000	262,800	1,984,200
2012	Mar.	14	1.00	426,000	262,800	163,200
		15	1.50	958,000	262,800	695,200
		28	0.75	536,000	262,800	273,200
	Apr.	10	0.75	460,000	262,800	197,200
	Dec.	5	0.90	445,000	262,800	182,200
2011	Feb.	16	1.00	578,000	262,800	315,200
		25	0.51	462,000	262,800	199,200
	Mar.	23	0.75	530,000	262,800	267,200
		24	0.49	562,000	262,800	299,200
		25	1.49	1,124,000	262,800	861,200
2010	Jan.	19	1.75	780,000	262,800	517,200
		20	1.25	949,000	262,800	686,200
		21	1.00	1,003,000	262,800	740,200
		22	0.75	831,000	262,800	568,200
		26	0.50	523,000	262,800	260,200
	Feb.	24	1.25	671,000	262,800	408,200

YEAR	MONTH	DATE	RAIN	FLOW	EST DRY FLOW	EST I/I
2008	Jan.	22	0.55	457,000	262,800	194,200
	Feb.	13	0.75	408,000	262,800	145,200
		20	0.85	469,000	262,800	206,200
		25	0.40	450,000	262,800	187,200
		26	3.25	1,854,000	262,800	1,591,200
2007	Feb.	24	0.75	427,000	262,800	164,200
		27	0.75	585,000	262,800	322,200
		28	0.65	564,000	262,800	301,200
2006	Feb.	2	0.60	711,000	262,800	448,200
	Mar.	2	0.40	619,600	262,800	356,800
		3	1.00	871,700	262,800	608,900
		14	0.50	560,800	262,800	298,000
		15	0.60	697,100	262,800	434,300
		21	0.75	712,000	262,800	449,200
1995	Jan.	10	2.00	1,087,000	200,000	887,000
		13	0.75	680,200	200,000	480,200
		24	0.75	684,900	200,000	484,900
		27	1.15	757,200	200,000	557,200
1994	Feb.	8	0.40	503,100	200,000	303,100
		17	0.50	396,500	200,000	196,500
		18	0.75	436,000	200,000	236,000
1993	Jan.	7	2.30	1,074,900	200,000	874,900
		8	0.55	680,400	200,000	480,400
		13	2.40	1,048,000	200,000	848,000
		14	1.35	1,110,000	200,000	910,000
		21	1.10	740,600	200,000	540,600

Days with total flow greater than 1MGD highlighted in yellow





pump start levels

Rich <csms1984@aol.com>
To: teyeagerpe@gmail.com

Tue, Nov 12, 2019 at 8:20 AM

Tom,

first pump on level===== 39.28 "
second pump ===== 48.39 "
third pump ===== 52.08 "
fourth pump ===== 68.09 "

APPENDIX C

2020 Drainage Report



DRAINAGE ANALYSIS REPORT

Midway Village Project

Daly City, California

BKF Job No: 20181024

January 2020

Prepared for:

**Mid-Peninsula Housing
303 Vintage Park Drive, Suite 250
Foster City, CA 94404
650.356.2900**

Prepared By:

**Lily Peng, PE
Senior Project Engineer
BKF Engineers**

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1.2	Existing Drainage Patterns.....	2
1.3	Proposed Drainage Patterns.....	2
2.0	DESIGN CRITERIA & ASSUMPTIONS.....	3
3.0	EXISTING DRAINAGE FACILITIE	4
4.0	PROPOSED IMPROVEMENTS	5
5.0	RUN-OFF ANALYSIS	5
6.0	CONCLUSIONS	5
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1.0 INTRODUCTION

The following presents BKF Engineers (BKF) analysis of storm drainage improvements for the proposed redevelopment of Midway Village in Daly City, California (City). The project will replace the existing 150 affordable housing units into a master planned community that will have a mix of high quality townhomes and apartments totaling approximately 555 residential units, a new community center and a new expanded daycare facility. The project will also work with the City on exchanging land with the current city park in order to move that park to the front of the community on a new 3.8 acre parcel to be more present in the community and not hidden away.

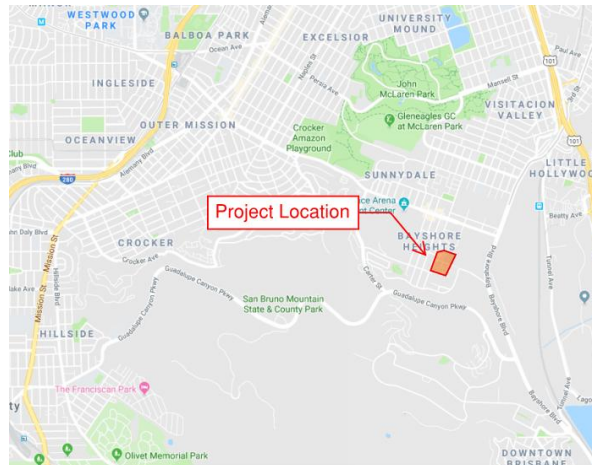


Figure 1. Project Vicinity

The proposed plan connects the new Midway Village community to its surroundings via Partridge Street. By transforming this previous dead-end street into a newly connected main street for Midway Village, the entire site regains access to the larger surrounding neighborhood. The Project further increases ease of travel through the site by creating and connecting new and existing roadways to provide through streets that simplify and manage traffic flow. Several of the streets will have calming devices, such as raised and differentiated pavement that will serve to slow down traffic and create visible pedestrian crossings.

The Project creates a variety of green spaces and open areas for residents to play, walk, and enjoy an active lifestyle. These green spaces are linked via pedestrian connections throughout the site, improving the safety and the quality of the walkable network, which also connects residents to both Schwerin and Martin Streets and to the public transit options along them.

To preserve active, open space and provide secure parking areas, the plan forgoes surface parking lots in favor of two embedded multi-level parking garages reserved for specific users. The four-level garage, within Building A in Phase 1, will provide dedicated spaces for all residents of Phases 1 and 2 as well as dedicated parking for staff of the child care center. A smaller two-level garage in Building C will serve all other residents not assigned street parking. This garage will be lined on all street and resident park edges with residential uses, prioritizing active streetscapes. This strategy allows for a 1.3 to 1 parking ratio for the new Midway neighborhood, which exceeds the City's parking requirements for affordable housing.

Loading zones will also be provided throughout the site plan to give residents easy access to their front doors and families direct access to the childcare center.

1.1 Proposed Land Use – Impervious Pervious Surface Areas

The proposed project will replace and/or create more than 10,000 square feet of impervious area.

Since the Project is in its master planning phase, the programming for the entire site is conceptual. It is assumed on average that 75% of the site (not including the park area) is covered with impervious surfaces (roof, hardscape, asphalt, etc) while the remaining 25% coverage is pervious surfaces (landscaping, pervious pavement, etc).

Site Information	
Total Site Area	710,805 sf
Existing Impervious Area	374,980 sf
Proposed Impervious Area	429,530 sf
Difference	54,550 sf

1.2 Existing Drainage Patterns

The project surface cover is comprised of asphalt concrete (AC), concrete, landscaping, and buildings. The existing topography of the project site slopes from southwest to northeast. Runoff is conveyed as surface flow and collected in various drain inlets throughout the project site. In addition to the existing site's runoff, the existing system also carries the runoff from the Sunnydale Watershed which empties at the northeast edge of the site via 60-inch storm main. The 60-inch storm main ultimately outfalls into the Bayshore Channel in a siphon condition as shown per the City's storm block maps in Appendix 2.

There will need to be careful coordination for grading the site and storm water management. The site falls approximately 60 feet from the south west corner at Martin Street and Schwerin Street to the north east corner of the existing park. The project site slopes steepest from Martin Street to Partridge Avenue.

1.3 Proposed Drainage Patterns

The proposed Project drainage is similar to the existing. The proposed surface will be comprised of AC, concrete, landscaping, and buildings. The proposed grade of the project site is similar to the existing topography of the site. There will be a general sloping from the southwest corner to the northeast corner. Runoff is conveyed as surface flow and collected in various drain inlets throughout the project site where it will be treated by LID features before discharge into the local system which will connect to the existing 60-inch main.

It is important to take into account that this is a multi-phase project. There will be four phases to the redevelopment of Midway Village:

1. First Phase: Building A, Building A2
2. Second Phase: Building B and Building B 2

3. Third Phase: Community Center, town homes in Parcel 3, Building D, townhomes in Parcel 5
4. Fourth Phase: Building E, Buildings F, and the for sale units

As the Project progresses, the utilities will be carefully analyzed and reconstructed to suit the needs of each phase.

2.0 DESIGN CRITERIA & ASSUMPTIONS

Calculations included in this report are based on the follow design criteria and assumptions:

1. **Design runoff** for the site are calculated using the Rational Method:

$$Q = CxixA$$

Where:

Q=Peak Flow (cfs)

C=Runoff Coefficient Factor

i = Design Storm Intensity (in/hr)

A =Area (acres)

Assumptions:

Storm event is based on a 10 year – 2 hour storm which was provided by the City.

Runoff Coefficient:

C=0.3 for pervious areas (landscape, etc)

C=0.9 for impervious areas (sidewalk, roof, street, etc)

Rainfall Intensity is derived from NOAA Atlas 14, Volume 6, Version 2

2. **Pipe Capacity** for a pipe was determined using Manning's Equation:

$$Q = VA = \left(\frac{1.49}{n} \right) AR^{\frac{2}{3}} \sqrt{S} \quad [U.S.]$$

Where:

Q=Flow Rate (cfs)

A=Cross Sectional Area of Flow (sf)

R=Hydraulic Radius (ft)

S=Slope (ft/ft)

n=Manning's Roughness Coefficient.

3. It is assumed a manning's roughness coefficient of 0.013 is used for all storm drain lines.

4. Since the project is in its master planning phase, it is assumed that 75% of the proposed site will be impervious and 25% of the site is pervious.
5. **Time of Concentration (Kirpich's Equation)** used is 10 minutes. A 10 minute time-of-concentration is also used where only streets are contributing flow to the inlet. Additional time-of-concentration for sheet flow across hillside and from gutter to the inlet is calculated using Kirpich's equation provided below.

$$T_c = 0.0078 \left(\frac{L^{3/2}}{H^{1/2}} \right)^{0.77}$$

Where:

L = the maximum length of travel, in feet.

H = the difference in elevation along the effective slope line, in feet.

T_c = the additional time of concentration from gutter to inlet, in minutes

Note: This is a conservative approach as the time it takes for the stormwater to flow through the treatment measures are not accounted for.

3.0 EXISTING DRAINAGE FACILITIES

Midway Village is located at the downstream end of the Sunnydale Watershed. All site drainage flows into a 60" reinforced concrete pipe (RCP) that outfalls into the Bayshore Channel.

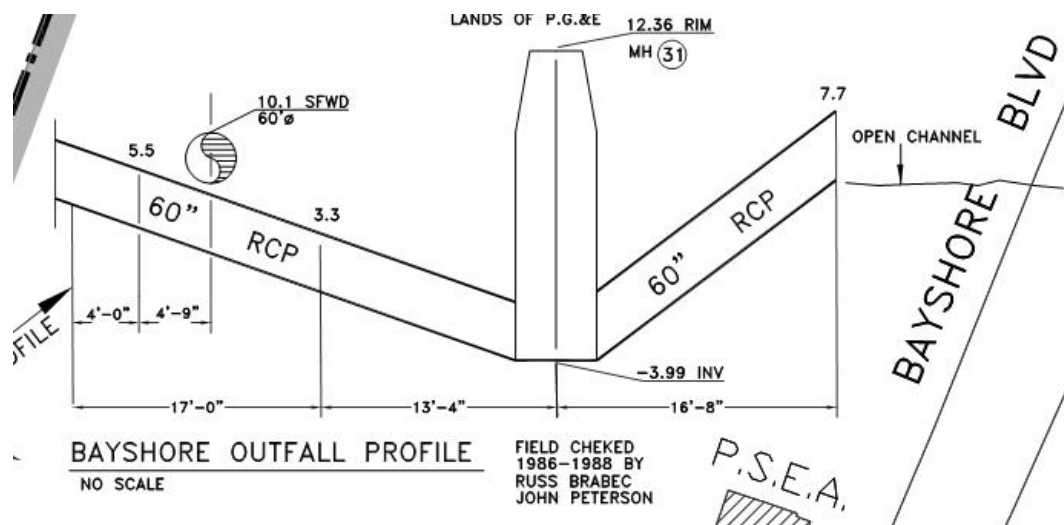


Figure 2 – Existing 60" RCP Profile

4.0 PROPOSED IMPROVEMENTS

The proposed drainage facilities are shown in Appendix 4 Conceptual Utility Plan.

A majority of existing drainage facilities will be removed or abandoned accordingly in conjunction with new improvements.

During Phase 1 of the Project, the 30 inch main in Bayshore Park will be relocated outside of the proposed Building A into Midway Drive. The existing drainage facilities will be removed and abandoned accordingly in preparation for the new building.

The 60-inch storm main in Phase 2 of the Project will be relocated into New Street B. Per the request of the City, the existing 60-inch main under Building B will be slurry filled as part of the abandonment. Segments of the main will be removed accordingly in preparation for the new improvements.

For Phases 3-4, all storm drainage facilities will be removed within the proposed building footprints and reconstructed within the new private streets. Facilities that are not located within the proposed building footprints will be abandoned in place.

5.0 RUN-OFF ANALYSIS

Based on existing conditions, Appendix 5, the existing site is approximately 374,980 sf of impervious surface and 343,350 sf of pervious surface. The Project is conceptually adding 54,550 sf of additional impervious surface. Despite increasing the impervious surfaces, the Project is improving the run off rate by increasing the time of concentration through implementation of flow through planters, bioretention basins, longer pipe runs and other means of low impact development (LID). Based on preliminary calculations shown in Appendix 7, the existing time of concentration is 16.4 minutes while proposed conditions shows a time concentration of 17.4 minutes. As a result, the Project will only create 0.43 cubic feet per second (cfs) of excess run off based on a 10 year – 2 hour storm, see Appendix 7 for calculations.

The City requires that the Project does not increase runoff above the pre-development condition. The Project Team will determine retention methods as each Design Phase develops to mimic pre-development conditions.

6.0 CONCLUSIONS

Based on the current Master Plan, the project is anticipated to increase the impervious square footage by 54,550 sf. As the Project Team develops each phase of the design, the impervious surface will be minimized. However, should the runoff exceed predevelopment conditions, the Project Team will evaluate different detention methods and implement such methods on a Phase by Phase basis taking into account future phases as much as possible. It is assumed that the Project will only implement detention methods and not retention methods, because the existing site contains contaminated soils per the geotechnical report. Since the Project is required to not exceed predevelopment runoff

conditions, the Project will have negligible impact to the existing 60-inch outfall into Bayshore Channel will have capacity for the new development.

7.0 APPENDICES

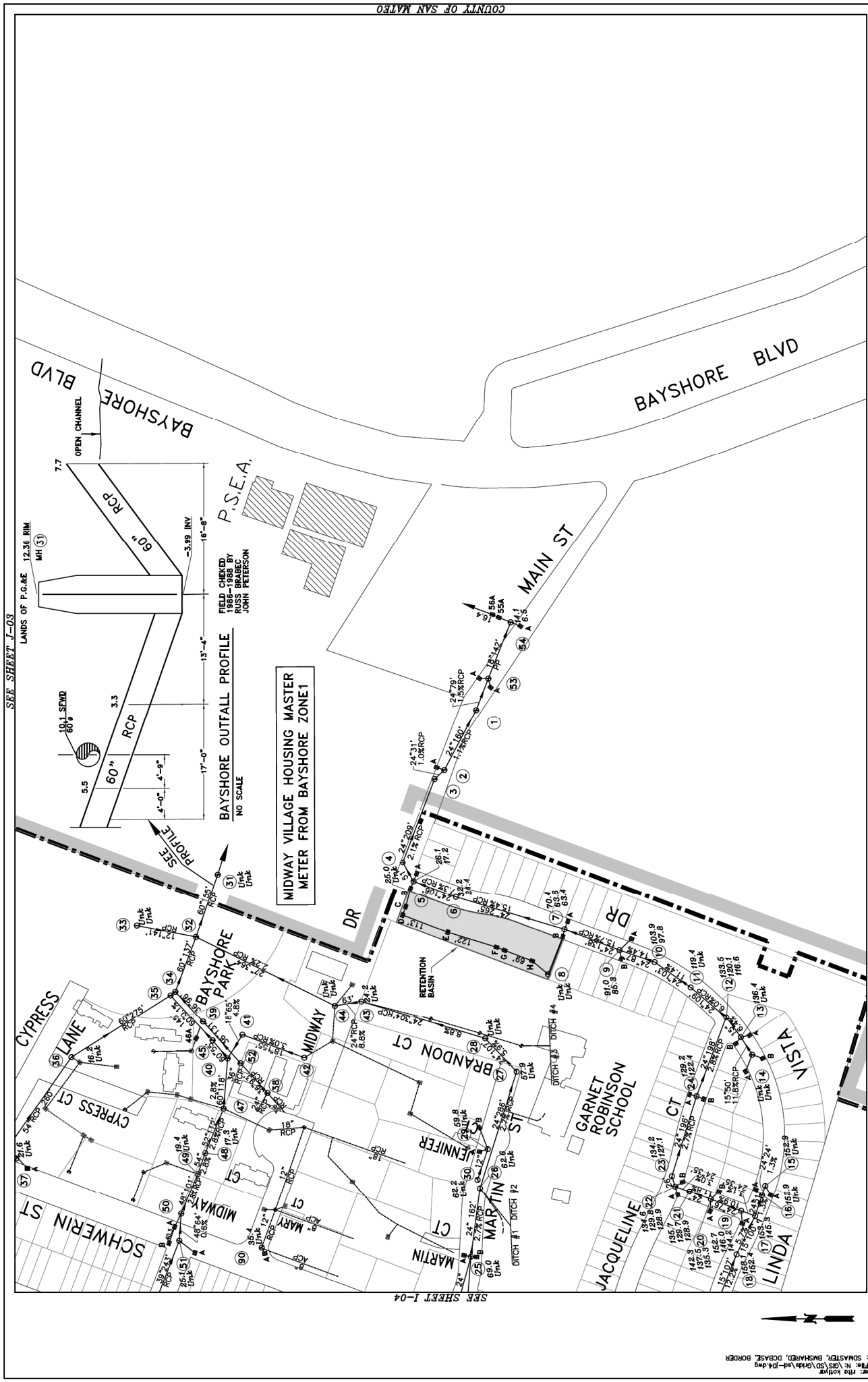
Appendix 1	Existing Drainage Conditions Sheet
Appendix 2	Drainage As-Builts
Appendix 3	Project Phasing Map
Appendix 4	Existing Conditions & Conceptual Utility Plan
Appendix 5	Impervious Area Exhibit – Existing & Proposed Conditions
Appendix 6	NOAA Atlas 14, volume 6, Version 2
Appendix 7	Hydrology and Hydraulic Calculations – Existing and Proposed Conditions
Appendix 8	Letter- Storm Runoff to Not Exceed Predevelopment Conditions

APPENDIX 1

Existing Drainage Conditions Sheet

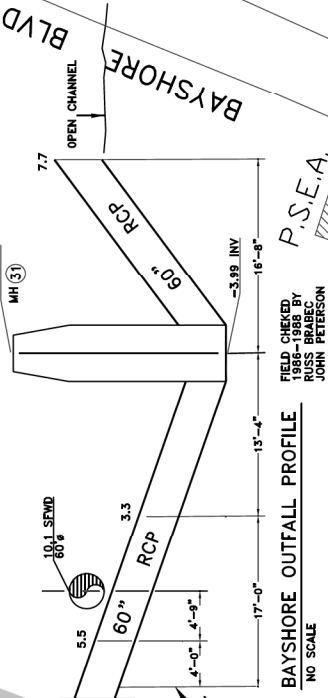
APPENDIX 2

Drainage As-Builts



SEE SHEET I-03

LANDS OF P.C.&E 12.36 RIM

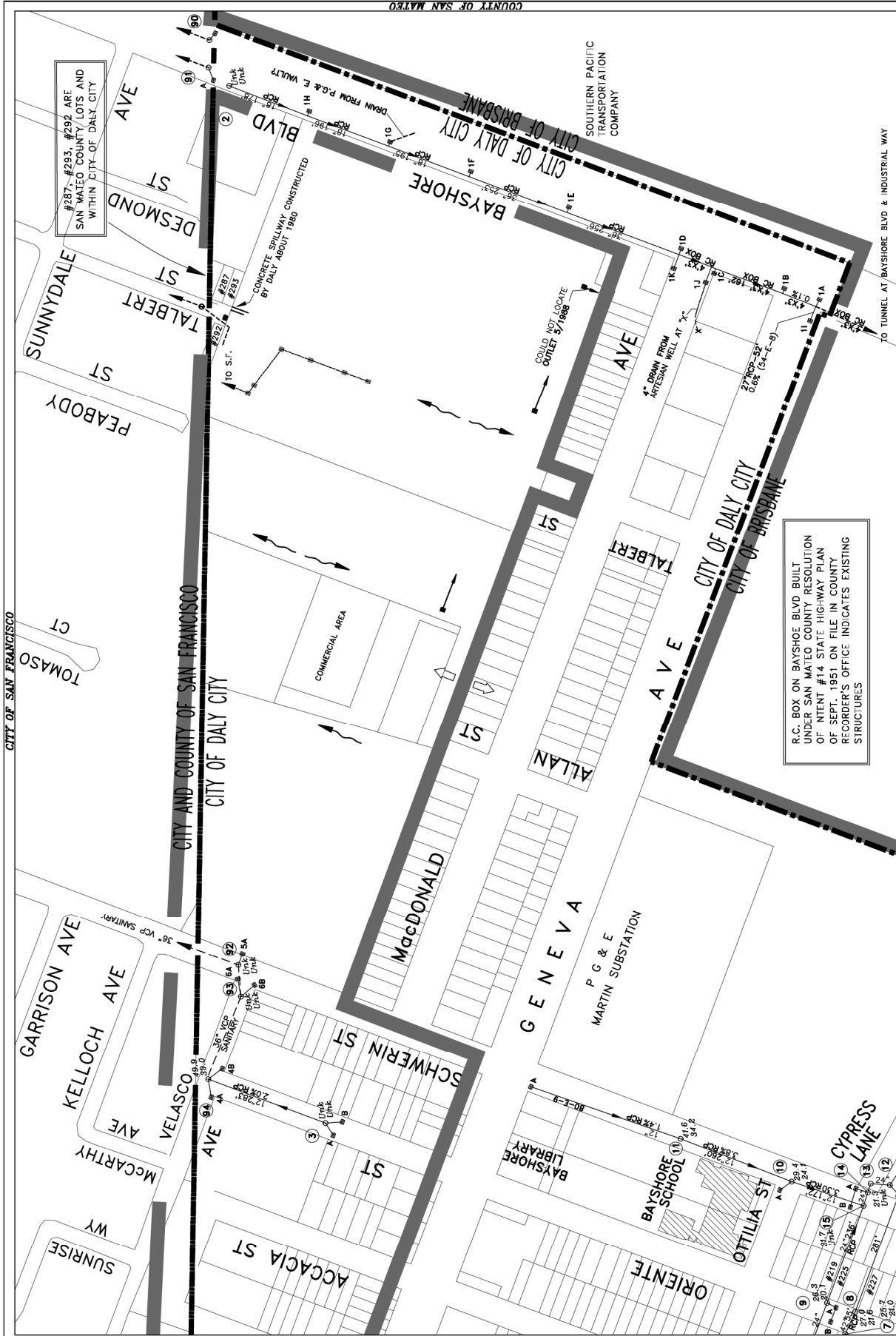


FIELD CHECKED
1985-1986 BY
RUSSELL
JOHN PETERSON

MIDWAY VILLAGE HOUSING MASTER
METER FROM BAYSHORE ZONE 1

NOTE: FOR LEGEND
 SEE GRID INDEX MAP

Date: 4/17/2014
 Time: 10:16:50
 User: SOMASTER, BUSHARD, DEASE, BORDER
 Drawn: Rita Kelly
 File: N:\GIS\SD\Drawings\J-04.dwg



NOTE: FOR LEGEND SEE GRID INDEX MAP	SCALE: 1"=200'	DALY CITY STORM DRAIN SYSTEM	FEB. 2000	REVISED	J-03
--	----------------	------------------------------	-----------	---------	------

10-12-45
 Date: 11/4/2000
 Drawn by: SOMASTER, BISHOP, COBBLE, BORNER
 Project: Public Works

APPENDIX 3

Project Phasing Map



DEMOLITION

Non-Res.	Unit Count	Demo Phase
Prop Mgmt		Phase 1
	60	Phase 2
	46	Phase 3
	14	Phase 4
	30	Phase 5

150

- Demo Phase 1
- Demo Phase 2
- Demo Phase 3
- Demo Phase 4
- Demo Phase 5

project number: 21803
scale when printed 22 x 34: 1" = 50'-0"
date: 11.25.2019

PHASING - DEMOLITION -HRA MAP
Midway Village Redevelopment



NEW CONSTRUCTION

- New Construction Phase 1
- New Construction Phase 2
- New Construction Phase 3
- New Construction Phase 4
- Park Returned to City

Construction Phase	Residential Units Total
Phase 1	147
Phase 2	128
Phase 3	140
Phase 4	140
Grand total	555



21803
1" = 50'-0"
11.25.2019

project number:
scale when printed 22 x 34:
date:

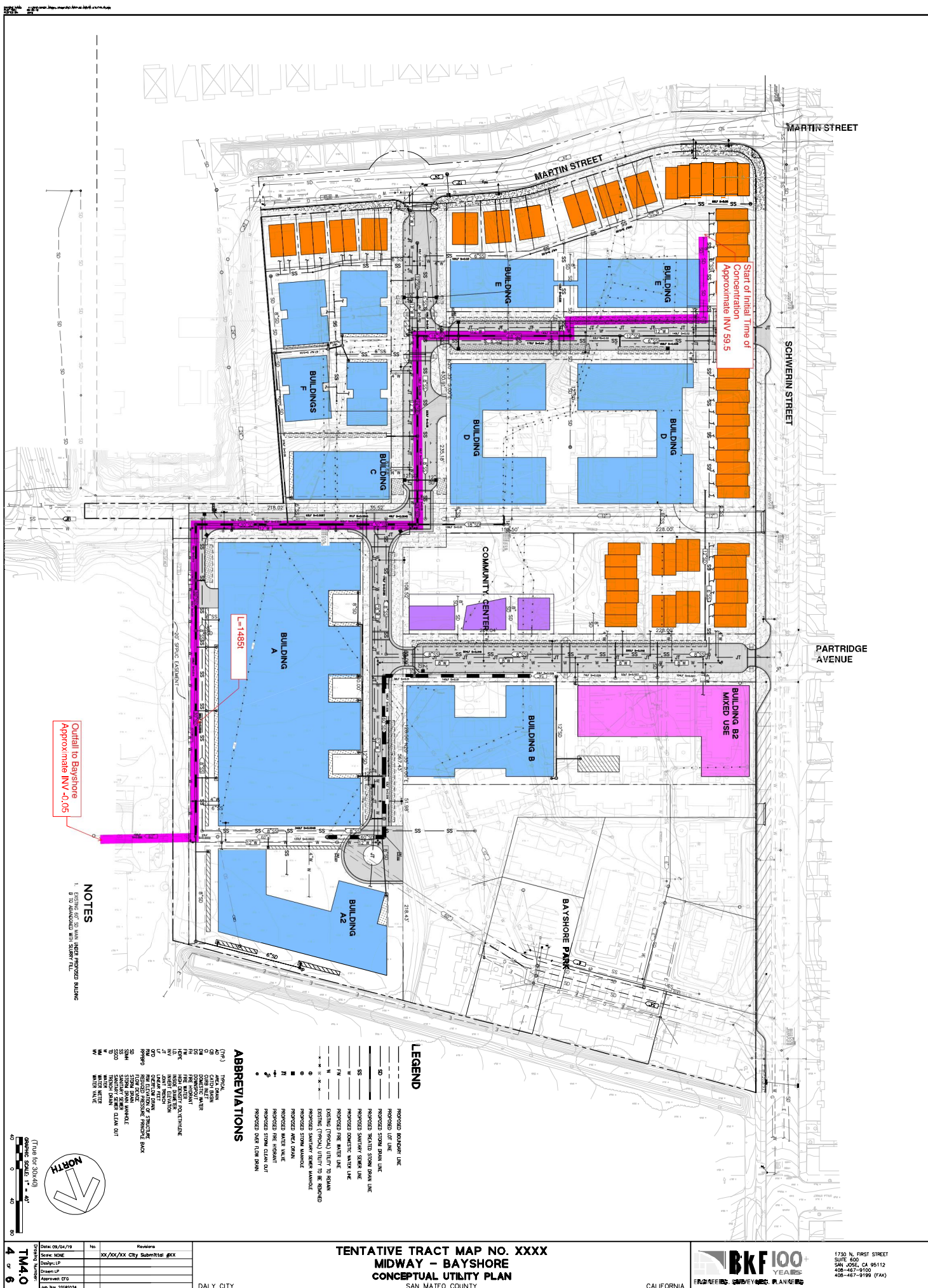
PHASING - NEW CONSTRUCTION - HRA MAP
Midway Village Redevelopment



SK11

APPENDIX 4

Existing Conditions & Conceptual Utility Plan



APPENDIX 5

Impervious Area Exhibit – Existing Conditions

APPENDIX 6

NOAA Atlas 14, Volume 6, Version 2



NOAA Atlas 14, Volume 6, Version 2
Location name: Daly City, California, USA*
Latitude: 37.701°, Longitude: -122.4133°
Elevation: 54.45 ft**
 * source: ESRI Maps
 ** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic,
 Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel
 Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour) ¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.68 (1.50-1.91)	2.03 (1.81-2.30)	2.51 (2.22-2.86)	2.90 (2.56-3.35)	3.47 (2.93-4.16)	3.92 (3.23-4.82)	4.39 (3.50-5.57)	4.90 (3.77-6.42)	5.60 (4.10-7.73)	6.18 (4.34-8.87)
10-min	1.21 (1.07-1.37)	1.46 (1.30-1.65)	1.80 (1.60-2.05)	2.08 (1.83-2.40)	2.49 (2.10-2.98)	2.81 (2.31-3.46)	3.15 (2.51-3.99)	3.51 (2.71-4.60)	4.01 (2.94-5.54)	4.43 (3.11-6.36)
15-min	0.972 (0.868-1.10)	1.18 (1.04-1.33)	1.45 (1.28-1.65)	1.68 (1.48-1.93)	2.01 (1.69-2.40)	2.27 (1.86-2.79)	2.54 (2.02-3.22)	2.83 (2.18-3.71)	3.24 (2.37-4.46)	3.57 (2.51-5.13)
30-min	0.668 (0.596-0.758)	0.808 (0.720-0.916)	0.998 (0.884-1.14)	1.16 (1.02-1.33)	1.38 (1.16-1.66)	1.56 (1.28-1.92)	1.75 (1.39-2.21)	1.95 (1.50-2.55)	2.23 (1.63-3.07)	2.46 (1.73-3.53)
60-min	0.472 (0.421-0.535)	0.570 (0.508-0.647)	0.704 (0.625-0.801)	0.816 (0.717-0.939)	0.975 (0.822-1.17)	1.10 (0.904-1.35)	1.23 (0.983-1.56)	1.38 (1.06-1.80)	1.57 (1.15-2.17)	1.73 (1.22-2.49)
2-hr	0.343 (0.306-0.388)	0.412 (0.366-0.467)	0.504 (0.448-0.574)	0.582 (0.511-0.669)	0.690 (0.582-0.827)	0.776 (0.637-0.954)	0.865 (0.690-1.10)	0.960 (0.740-1.26)	1.09 (0.800-1.51)	1.20 (0.842-1.72)
3-hr	0.284 (0.254-0.322)	0.341 (0.304-0.387)	0.418 (0.371-0.476)	0.482 (0.424-0.554)	0.571 (0.482-0.685)	0.642 (0.527-0.790)	0.716 (0.570-0.907)	0.793 (0.611-1.04)	0.901 (0.660-1.24)	0.988 (0.694-1.42)
6-hr	0.199 (0.177-0.225)	0.240 (0.214-0.273)	0.296 (0.263-0.337)	0.343 (0.301-0.394)	0.408 (0.344-0.488)	0.459 (0.377-0.564)	0.512 (0.408-0.648)	0.567 (0.437-0.744)	0.645 (0.472-0.889)	0.707 (0.497-1.02)
12-hr	0.127 (0.114-0.144)	0.158 (0.141-0.179)	0.199 (0.177-0.227)	0.233 (0.205-0.269)	0.281 (0.237-0.337)	0.319 (0.262-0.392)	0.358 (0.285-0.454)	0.399 (0.308-0.524)	0.457 (0.335-0.630)	0.503 (0.353-0.722)
24-hr	0.083 (0.074-0.093)	0.105 (0.094-0.119)	0.135 (0.121-0.153)	0.159 (0.142-0.182)	0.194 (0.168-0.229)	0.221 (0.187-0.266)	0.249 (0.207-0.307)	0.279 (0.225-0.353)	0.321 (0.249-0.422)	0.354 (0.266-0.481)
2-day	0.053 (0.047-0.060)	0.066 (0.060-0.075)	0.084 (0.076-0.096)	0.100 (0.089-0.114)	0.120 (0.104-0.142)	0.137 (0.116-0.165)	0.154 (0.127-0.189)	0.171 (0.138-0.217)	0.196 (0.152-0.257)	0.215 (0.162-0.292)
3-day	0.040 (0.036-0.045)	0.050 (0.045-0.057)	0.063 (0.057-0.072)	0.074 (0.066-0.085)	0.089 (0.077-0.106)	0.101 (0.086-0.122)	0.113 (0.094-0.140)	0.126 (0.102-0.159)	0.144 (0.111-0.189)	0.157 (0.118-0.214)
4-day	0.033 (0.030-0.038)	0.042 (0.037-0.047)	0.052 (0.047-0.060)	0.061 (0.055-0.070)	0.074 (0.064-0.087)	0.083 (0.071-0.100)	0.093 (0.077-0.114)	0.103 (0.083-0.130)	0.117 (0.091-0.154)	0.128 (0.096-0.174)
7-day	0.024 (0.022-0.027)	0.030 (0.027-0.034)	0.038 (0.034-0.043)	0.044 (0.039-0.050)	0.052 (0.045-0.062)	0.059 (0.050-0.071)	0.065 (0.054-0.081)	0.072 (0.058-0.091)	0.081 (0.063-0.107)	0.089 (0.067-0.120)
10-day	0.019 (0.017-0.021)	0.024 (0.021-0.027)	0.030 (0.027-0.034)	0.035 (0.031-0.040)	0.041 (0.036-0.049)	0.046 (0.039-0.056)	0.051 (0.043-0.063)	0.056 (0.046-0.071)	0.063 (0.049-0.083)	0.069 (0.052-0.093)
20-day	0.012 (0.011-0.014)	0.016 (0.014-0.018)	0.020 (0.018-0.022)	0.023 (0.020-0.026)	0.027 (0.023-0.032)	0.030 (0.025-0.036)	0.033 (0.027-0.041)	0.036 (0.029-0.046)	0.040 (0.031-0.052)	0.043 (0.032-0.058)
30-day	0.010 (0.009-0.011)	0.013 (0.011-0.014)	0.016 (0.014-0.018)	0.019 (0.017-0.021)	0.022 (0.019-0.026)	0.024 (0.020-0.029)	0.026 (0.022-0.032)	0.029 (0.023-0.036)	0.031 (0.024-0.041)	0.033 (0.025-0.045)
45-day	0.008 (0.007-0.009)	0.010 (0.009-0.012)	0.013 (0.012-0.015)	0.015 (0.013-0.017)	0.018 (0.015-0.021)	0.019 (0.016-0.023)	0.021 (0.017-0.026)	0.023 (0.018-0.029)	0.025 (0.019-0.032)	0.026 (0.020-0.036)
60-day	0.007 (0.007-0.008)	0.009 (0.008-0.011)	0.012 (0.011-0.013)	0.013 (0.012-0.015)	0.016 (0.014-0.018)	0.017 (0.015-0.021)	0.019 (0.015-0.023)	0.020 (0.016-0.025)	0.021 (0.017-0.028)	0.023 (0.017-0.031)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS). Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values. Please refer to NOAA Atlas 14 document for more information.

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PF graphical

APPENDIX 7

Hydrology and Hydraulic Calculations – Existing and Proposed Conditions

TABLE 1
HYDROLOGY AND HYDRAULICS CALCULATIONS

Design Runoff - Rational Method

Existing Conditions - Time of Concentration = 16.4 minutes

Surface	Coeff.	Area (sf ₁)	C*A (sf)
Existed Building Roof	0.90	102,780	92,502
Sidewalk and Other Hardscape	0.90	146,850	132,165
Uncovered Parking	0.90	125,350	112,815
Landscape Area	0.30	335,825	100,748
	0.62	710,805	438,230
		C*A (acres) =	10.06
		I (in/hr) =	0.58
		Q_{Design} (cfs)₂ = C*I*A =	5.84

Proposed Conditions - Time of Concentration = 17.4 minutes

Surface	Coeff.	Area (sf)	C*A (sf)
Proposed Building Roof	0.90	236,655	212,990
Sidewalk	0.90	192,875	173,588
Uncovered Parking	0.90	0	0
Landscape Area	0.30	281,275	84,383
	0.66	710,805	470,960
		C*A (acres) =	10.81
		I (in/hr) =	0.58
		Q_{Design} (cfs) = C*I*A =	6.27

Time of Concentration - Kirpich's Equation

Existing Conditions

T _c	6.4 minutes
L	1360 feet
H	67.55 feet

Time of Concentration for site is 6.4 minutes for existing conditions

Time of Concentration will be a total of 16.4 minutes including the initial 10 minutes.

Proposed Conditions

T _c	7.4 minutes
L	1485 feet
H	59.55 feet

Time of Concentration for site is 7.4 minutes for proposed conditions

Time of Concentration will be a total of 17.4 minutes including the initial 10 minutes.

APPENDIX 8

Letter - Storm Runoff to Not Exceed Predevelopment Conditions

TECHNICAL MEMORANDUM

Date: January 9, 2020

BKF Job Number: 20181024-10

Deliver To: City of Daly City
ATTN: Roland Yip
333 90th Street
Daily City, CA 94015

From: Lily Peng, BKF Engineers

Subject: Midway Village Redevelopment, Daily City, CA
Storm Runoff to Not Exceed Predevelopment Conditions

To whom it may concern,

The Midway Village Redevelopment (Project) will not increase the storm runoff from predevelopment conditions. Project will analyze the overall project as a whole to determine the amount of storm runoff to detain. As the Project develops each phase, the storm water management will be carefully designed to consider the overall project storm runoff.

Respectfully yours,

BKF Engineers



Lily Peng, P.E, QSD/P
Senior Project Engineer

APPENDIX D

Air Quality Modeling and Health Risk Assessment Memorandum





Midway Village Project

Criteria Air Pollutant Estimates and
Health Risk Assessment

March 24, 2020

Prepared for:

City of Daly City
333 90th Street
Daly City, California 94015

Prepared by:

Stantec Consulting Services Inc.
1340 Treat Boulevard, Suite 300
Walnut Creek, California 94597

March 24, 2020

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Appendix A: CalEEMod Results

Appendix B: Construction Health Risk Assessment Files

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Abbreviations

$\mu\text{g}/\text{m}^3$	micrograms per liter
BAAQMD	Bay Area Air Quality Management District
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CalEEMod	California Emissions Estimator Model
CO_2	carbon dioxide
DPM	diesel particulate matter
HEPA	high-efficiency particulate air
HI	Hazard Index
HRA	Health Risk Assessment
HVAC	heating/vacuum/air conditioning
ITE	Institute of Transportation Engineers
L/kg day	liters per kilogram body weight
MERV	minimum efficiency reporting value
MIR	Maximum Impacted Sensitive Receptor
MM	Mitigation Measure
NO_x	oxides of nitrogen
OEHHA	Office of Environmental Health Hazard Assessment
$\text{PM}_{2.5}$	particulate matter 2.5 microns or less aerodynamic diameter
PM_{10}	particulate matter 10 microns or less aerodynamic diameter
project	Midway Village Redevelopment Project
REL	Reference Exposure Level
ROG	reactive organic gases
USEPA	U.S. Environmental Protection Agency

March 24, 2020

1.0 INTRODUCTION

This Air Quality Memorandum evaluates the criteria pollutant emission estimates associated with construction and operations of the proposed Midway Village Redevelopment Project (proposed project or project) in the City of Daly City, California. This Air Quality Memorandum also includes a Health Risk Assessment (HRA) that was prepared evaluating potential air quality impacts for construction of the proposed project.

The analysis was prepared in conformance with appropriate standards, using procedures and methodologies in the Bay Area Air Quality Management District (BAAQMD) and California Environmental Quality Act (CEQA) Air Quality Guidelines. Where applicable, guidelines and methodologies from the California Air Resources Board (CARB), California Office of Environmental Health Hazard Assessment (OEHHA), and the U.S. Environmental Protection Agency (USEPA) were followed.

1.1 PROJECT DESCRIPTION

The Midway Village area is being proposed for redevelopment as part of the proposed project. Currently, the Midway Village area contains 150 residential units, 223 parking spaces, a child-care facility, open space, an existing street system, and office space for the San Mateo County Housing Authority. Additionally, an existing park, David R. Rowe/Bayshore Park, is currently located directly north and east of the Midway Village area.

The proposed project would involve redevelopment of this site and would include mixed-use development consisting of 555 residential units, 746 parking spaces, a child-care facility, a community center, office space for property management and other ancillary services, a revised street system, and recreation facilities. Additionally, David R. Rowe/Bayshore Park would be relocated and redeveloped as part of the proposed project. Other ancillary improvements as part of the proposed project would include landscaping, water and wastewater line improvements, and pedestrian walkways.

The project location and 1,000-foot border from the project boundary are shown in Figure 1.



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Figure 1: Project Location and 1,000-Foot Border from Project Boundary

1.1.1 Project Representation

The proposed project as it was represented to estimate construction-related air pollutant emissions is summarized in Table 1.



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Table 1: Representation of the Project for the Purposes of Estimating Emissions

Phase	Activity	
Phase 1	Demolition	<ul style="list-style-type: none"> Phase 1 demolition area: 3.76 acres Phase 1 demolition totaling approximately 1,074 tons of debris
	Construction	<ul style="list-style-type: none"> Total building square footage: 310,612 square feet Area acreage: 3.76 acres Proposed dwelling units: 149
Phase 2	Demolition	<ul style="list-style-type: none"> Phase 2 demolition area: 4.05 acres Phase 2 demolition totaling approximately 4,644 tons of debris
	Construction	<ul style="list-style-type: none"> Total building square footage: 153,265 square feet Area acreage: 2.65 acres Proposed dwelling units: 148
Phase 3	Demolition	<ul style="list-style-type: none"> Phase 3 demolition area: 4.71 acres Phase 3 demolition totaling approximately 7,619 tons of debris
	Construction	<ul style="list-style-type: none"> Total building square footage: 191,197 square feet Area acreage: 4.3 acres Proposed dwelling units: 117
Phase 4	Demolition	<ul style="list-style-type: none"> Phase 4 demolition area: 3.75 acres Phase 4 demolition totaling approximately 1,789 tons of debris
	Construction	<ul style="list-style-type: none"> Total building square footage: 226,526 square feet Area acreage: 6.13 acres (onsite) Proposed dwelling units: 141 Roadway improvements: additional roadway improvements totaling approximately 27,150 square feet
Total Proposed Residences		555

The preliminary construction schedule is provided in Table 2.

Table 2: Preliminary Construction Schedule

Construction Phase	Construction Activity	Conceptual Construction Schedule		Working Days per Week	Total Working Days
		Start Date	End Date		
Phase 1	Demolition	1/15/2021	2/1/2021	5	12
	Site Preparation	2/2/2021	3/1/2021	5	20
	Grading	3/2/2021	3/22/2021	5	15
	Building Construction	3/23/2021	11/22/2021	5	175
	Paving	7/1/2021	8/2/2021	5	23
	Architectural Coating	11/2/2021	12/20/2021	5	35



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Construction Phase	Construction Activity	Conceptual Construction Schedule		Working Days per Week	Total Working Days
		Start Date	End Date		
Phase 2	Demolition	9/1/2023	10/5/2023	5	25
	Site Preparation	10/15/2023	11/22/2023	5	28
	Grading	11/26/2023	12/18/2023	5	16
	Building Construction	12/20/2023	7/23/2024	5	155
	Paving	6/1/2024	7/20/2024	5	35
	Architectural Coating	8/3/2024	9/25/2024	5	38
Phase 3	Demolition	7/10/2025	9/3/2025	5	40
	Site Preparation	9/5/2025	10/23/2025	5	35
	Grading	11/1/2025	12/5/2025	5	25
	Building Construction	12/6/2025	8/7/2026	5	175
	Paving	6/1/2026	8/5/2026	5	48
	Architectural Coating	8/18/2026	10/5/2026	5	35
Phase 4 (Road Improvements)	Site Preparation	9/5/2025	9/5/2025	5	1
	Grading	9/6/2025	9/9/2025	5	2
	Paving	9/10/2025	10/17/2025	5	28
Phase 4 (Onsite)	Demolition	7/10/2025	9/3/2025	5	40
	Site Preparation	9/5/2025	10/23/2025	5	35
	Grading	11/1/2025	12/5/2025	5	25
	Building Construction	12/6/2025	8/7/2026	5	175
	Paving	6/1/2026	8/5/2026	5	48
	Architectural Coating	8/18/2026	10/5/2026	5	35

Source: Appendix A

Table 3 shows the total construction trips assumed in Phases 1 through 4. Hauling trips consist of heavy-duty truck trips from demolition, import of 43,092 cubic yards of soil, and transport of pieces of equipment.



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Table 3: Summary of Total Construction Trips by Phase

Construction Phase	Total Worker Trips per Phase	Total Vendor Trips per Phase	Total Hauling Trips per Phase
Phase 1 Demolition and Construction	28,425	5,692	182
Phase 2 Demolition and Construction	21,999	3,860	2,095
Phase 3 Demolition and Construction	23,795	4,567	829
Phase 4 Demolition and Construction	24,469	3,923	4,085

Source: Appendix A

Relevant project parameters used to estimate emissions from long-term operations of the proposed project are described below.

- Trip generation rates are based on the project-specific transportation analysis prepared by Hexagon Transportation, Inc. Consistent with the project-specific transportation analysis, trip generation rates for the proposed project were obtained from the Institute of Transportation Engineers (ITE) Manual, 10th Edition, for weekday, Saturday, and Sunday rates for the ITE Land Uses 220 and 565.
- Carbon dioxide (CO₂) intensity factor adjusted based on Renewable Energy Portfolio Standard and Pacific Gas and Electric's 2017 power content label. Electricity emissions estimates are only used in the greenhouse gas analysis, which is not included as part of this Air Quality Memorandum.
- Solar thermal photovoltaic panels would be included as a project design feature. The amount of onsite renewable energy is unknown; therefore, no reductions for onsite renewable energy were quantified. In addition, electricity emissions estimates are only relevant to greenhouse gas emissions.
- As a project design feature, the proposed project would be built to achieve energy efficiency improvements that would exceed Title 24 standards by at least 10 percent.
- The proposed project would be required to comply with existing regulations. For instance, compliance with BAAQMD Regulation 6, Rule 3: Woodburning Devices would be required by existing regulations.

Existing land uses occupying the site would be removed as part of the project. Existing land uses as represented to estimate existing emissions are described below:

- The Bayshore Child-Care Center, which serves 109 students, and 150 low-rise apartment units.

1.2 REGIONAL AIR QUALITY EMISSIONS

The project's regional construction and operational emissions, which include both on- and offsite emissions, are evaluated separately below. Construction and operational emissions from the project were



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estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2.¹ A detailed description of the assumptions used to estimate emissions and the complete CalEEMod output files are provided in Appendix A.

1.2.1 Construction Emissions

During construction, fugitive dust would be generated from site grading and other earth-moving activities. The majority of this fugitive dust would remain localized and would be deposited near the project site. However, the potential for impacts from fugitive dust exists unless control measures are implemented to reduce the emissions from this source. Exhaust emissions would also be generated from the operation of the off-road construction equipment and vehicles traveling to and from the project site.

1.2.1.1 Construction Fugitive Dust

BAAQMD does not recommend a numerical threshold for fugitive dust particulate matter emissions. Instead, BAAQMD bases the determination of significance for fugitive dust on a consideration of the control measures to be implemented. If all appropriate emissions control measures are implemented for a project as recommended by the BAAQMD, then fugitive dust emissions during construction would not be considered significant. During construction activities, the control measures outlined in Standard Condition AIR-1 are recommended.

Standard Condition

AIR-1 The following measures shall be implemented during all phases of construction to control dust and exhaust at the project site:

- Water active construction areas at least twice daily or as often as needed to control dust emissions.
- Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- Remove visible mud or dirt track-out onto adjacent public roads using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Pave new or improved roadways, driveways, and sidewalks as soon as possible.
- Lay building pads as soon as possible after grading unless seeding or soil binders are used.

¹ California Emissions Estimator Model (CalEEMod). version 2016.3.2. Website: <http://caleemod.com/>



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- Replant vegetation in disturbed areas as quickly as possible.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure, Title 13, Section 2485 of the California Code of Regulations). Provide clear signage for construction workers at all access points.
- Maintain and properly tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of running in proper condition prior to operation.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints.

1.2.1.2 Construction Air Pollutant Emissions: ROG, NO_x, Exhaust PM₁₀, Exhaust PM_{2.5}

As previously discussed, CalEEMod version 2016.3.2 was used to estimate the project's construction emissions. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by BAAQMD for estimating project emissions. Estimated construction emissions are compared with the applicable thresholds of significance established by the BAAQMD to assess reactive organic gases (ROG), oxides of nitrogen (NO_x), exhaust particulate matter 10 microns or less in aerodynamic diameter (PM₁₀), and exhaust particulate matter 2.5 microns or less in aerodynamic diameter (PM_{2.5}) construction emissions to determine significance for this criterion.

For the purpose of this analysis, construction of the project was assumed to begin in January 2021 and conclude in October 2026. Construction and operation of the project are anticipated to overlap. Therefore, construction emissions were modeled based on an applicant-provided conceptual phasing schedule. If the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more stringent regulatory requirements. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by CEQA guidelines.

The calculations of pollutant emissions from the construction equipment account for the type of equipment, horsepower and load factors of the equipment, along with the duration of use. Annual exhaust emissions are shown in Table 4. Average daily construction emissions are compared with the significance thresholds in Table 5.



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Table 4: Annual Construction Emissions (Unmitigated)

Construction Year	Tons/Year			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
2021 Construction Emissions—Phase 1	2.50	2.71	0.13	0.12
2023 Construction Emissions—Phase 2	0.08	0.89	0.03	0.03
2024 Construction Emissions—Phase 2	1.25	1.26	0.05	0.05
2025 Construction Emissions—Phase 3	0.13	1.27	0.05	0.05
2026 Construction Emissions—Phase 3	1.51	1.25	0.05	0.04
2025 Construction Emissions—Phase 4	0.15	1.63	0.06	0.05
2026 Construction Emissions—Phase 4	1.75	1.25	0.05	0.05
Total Construction Emissions	7.37	10.25	0.41	0.38

Notes:

ROG = reactive organic gases

NO_x = oxides of nitrogenPM₁₀ = particulate matter 10 microns or less in aerodynamic diameterPM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source: CalEEMod Output (Appendix A)

Table 5: Construction Emissions (Unmitigated Average Daily Rate)

Parameter	Air Pollutants			
	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Total Emissions (tons/year)	7.37	10.25	0.41	0.38
Total Emissions (pounds/year)	14,740	20,500	820	760
Average Daily Emissions (pounds/day) ¹	18.11	25.18	1.01	0.93
Significance Threshold (pounds/day)	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:

¹ Calculated by dividing the total number of pounds by the total 814 working days of construction for the entire construction period.

Calculations use rounded totals.

NO_x = oxides of nitrogen; ROG = reactive organic gases; PM₁₀ = particulate matter 10 microns or less in aerodynamic diameter; PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source of thresholds: BAAQMD 2017; Source of emissions: CalEEMod Output (Appendix A)



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As shown in Table 5, the emissions from all construction activities are below the recommended thresholds of significance.

1.2.2 Operational Emissions

1.2.2.1 Operational Air Pollutant Emissions: ROG, NO_x, PM₁₀, PM_{2.5}

The pollutants of regional concern include ROG, NO_x, PM₁₀, and PM_{2.5}. The project operational emissions for the respective pollutants were calculated using CalEEMod version 2016.3.2. Operational emissions were estimated for the year 2026, which is the earliest year anticipated for full project buildout. Existing land uses occupying the site would be removed as part of the project; therefore, the existing emissions were included in the analysis baseline. Net project operational emissions are compared to the BAAQMD Criteria Air Pollutant Significance thresholds in Tables 6 and 7. Annual net emissions from project operations are provided in Table 6, and the estimated average daily net emissions are provided in Table 7.

Table 6: Annual Operational Emissions (Unmitigated)

Emissions Source	Tons per Year			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	4.21	0.06	0.02	0.02
Energy	0.06	0.49	0.04	0.04
Mobile (Motor Vehicles)	0.86	2.39	3.66	1.00
<i>Total Project Annual Emissions</i>	<i>5.12</i>	<i>2.94</i>	<i>3.72</i>	<i>1.06</i>
Existing Emissions	1.11	0.91	1.11	0.32
Net Project Annual Emissions	4.01	2.03	2.61	0.75
Thresholds of Significance	10	10	15	10
Exceeds Significance Threshold?	No	No	No	No

Notes:

NO_x = oxides of nitrogen

ROG = reactive organic gases

PM₁₀ = particulate matter 10 microns or less in aerodynamic diameter

PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source: CalEEMod Output (Appendix A)



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Table 7: Average Daily Operational Emissions (Unmitigated)

Emissions Source	Pounds per Day			
	ROG	NO _x	PM ₁₀	PM _{2.5}
Net Project Annual Emissions (tons/year)	4.01	2.03	2.61	0.75
Net Project Annual Emissions (pounds/year)	8,023	4,064	5,226	1,495
Net Project Annual Emissions (pounds/day)	21.98	11.13	14.32	4.10
Thresholds of Significance	54	54	82	54
Exceeds Significance Threshold?	No	No	No	No

Notes:

NO_x = oxides of nitrogen

ROG = reactive organic gases

PM₁₀ = particulate matter 10 microns or less in aerodynamic diameterPM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source: CalEEMod Output (Appendix A)

As shown in Table 6 and Table 7, the project would not result in operational-related air pollutants or precursors that would exceed BAAQMD's thresholds of significance, indicating that ongoing project operations would not be considered to have the potential to generate a significant quantity of air pollutants.



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2.0 CONSTRUCTION HEALTH RISK ASSESSMENT

The purpose of the construction HRA is to assess potential criteria pollutant and health impacts that would result from construction of the proposed project, consistent with guidelines and methodologies from BAAQMD, CARB, OEHHA, and USEPA. Consistent with the methods recommended in those guidelines, the HRA evaluated the estimated excess lifetime cancer risk and PM_{2.5} concentrations associated with diesel exhaust that would be emitted by onsite construction activities and diesel and gasoline exhaust emitted from vehicles associated with trips generated during construction.

Health risks were estimated for sensitive receptors located within 1,000 feet of the project boundary. A sensitive receptor is defined by the BAAQMD as follows, “Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas.”

The HRA evaluated diesel particulate matter (DPM) (represented as exhaust PM_{2.5}) and PM_{2.5} (exhaust PM_{2.5} and fugitive PM_{2.5}) emissions generated during construction of the proposed project and the related health risk impacts for sensitive receptors located within 1,000 feet of the project boundary. According to BAAQMD, a project would result in a significant impact if it would individually expose sensitive receptors to toxic air contaminants (TACs) resulting in an increased cancer risk greater than 10.0 in one million, an increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient PM_{2.5} increase greater than 0.3 micrograms per liter (µg/m³).

The project site is located within 1,000 feet from existing and planned sensitive receptors, including existing and planned onsite sensitive receptors, that could be exposed to diesel emission exhaust during the construction period. To estimate the potential cancer risk associated with construction of the proposed project from equipment exhaust (including DPM), a dispersion model was used to translate an emission rate from the source location to concentrations at the receptor locations of interest.

2.1 AIR DISPERSION MODELING

This assessment was conducted using CARB exposure methodology with air dispersion modeling performed using the USEPA dispersion model AERMOD. An air dispersion model is a mathematical formulation used to estimate the air quality impacts at specific locations (receptors) surrounding a source of emissions given the rate of emissions and prevailing meteorological conditions. The air dispersion model applied in this assessment was the USEPA AERMOD (version 19191), which is approved by the BAAQMD for air dispersion assessments. Specifically, AERMOD was used to estimate levels of air emissions at sensitive receptor locations from the project’s construction DPM and PM_{2.5} emissions. The use of AERMOD provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and site-specific meteorological data.

Terrain elevations were obtained for the project site using the AERMAP model, the AERMOD terrain data pre-processor. The air dispersion model assessment was performed using meteorological data from the



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San Francisco International Airport, which is located approximately 6.17 miles southeast of the project site.

Figure 2 shows a representation of the modeling parameters for Scenario 1 of seven scenarios, including a 1,000-foot buffer, the project area (construction area source), and modeled roadway segments. The impacts were analyzed for seven scenarios. Scenario 1 analyzed impacts from all phases of construction at existing and planned offsite sensitive receptors within approximately 1,000 feet of the project boundary. The other six scenarios, which are summarized in Table 8, analyze the onsite receptors at existing and proposed locations of sensitive receptors. The sensitive receptors shown in Figure 2 only include offsite sensitive receptors.

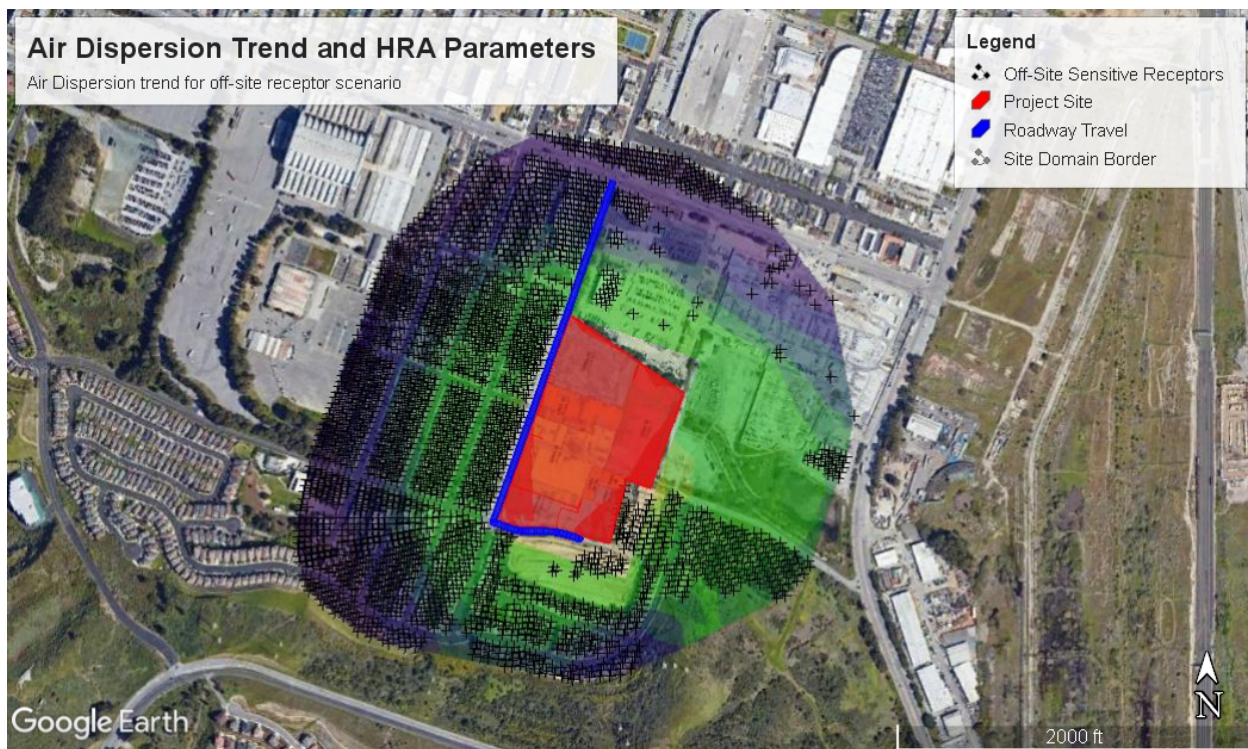


Figure 2: Modeling Parameters (Offsite Sensitive Receptors Scenario)

2.2 PROJECT CONSTRUCTION TOXIC AIR POLLUTANTS

An assessment was made of the potential health impacts to surrounding sensitive receptors resulting from the emissions of TACs during construction. A summary of the assessment is provided below, and a more detailed assessment is provided in Appendix B.



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DPM has been identified by CARB as a carcinogenic substance.² Major sources of DPM include off-road construction equipment and heavy-duty delivery truck and worker activities.

Existing offsite sensitive receptors and existing and proposed sensitive receptors would be exposed to emissions generated during the demolition and construction activities associated with the proposed project. To provide a complete analysis, impacts were determined for each sensitive receptor scenario. Table 8 provides a description of each scenario analyzed.

Table 8: Summary of Each Scenario Analyzed

Scenario	Description of Scenario
Scenario 1: All Offsite Receptors	All offsite receptors: Exposed to Phases 1, 2, 3, and 4 demolition and Phases 1, 2, 3, and 4 construction
Scenario 2: Existing Phase 2 Receptors	Existing Phase 2 receptors: Exposed to Phase 1 demolition and Phase 1 construction
Scenario 3: Existing Phase 3 Receptors	Existing Phase 3 receptors: Exposed to Phases 1 and 2 demolition and Phases 1 and 2 construction
Scenario 4: Existing Phase 4 Receptors	Existing Phase 4 receptors: Exposed to Phases 1, 2, and 3 demolition and Phases 1, 2, and 3 construction
Scenario 5: New Phase 1 Receptors	New Phase 1 receptors: Exposed to Phases 2, 3, and 4 demolition and Phases 2, 3, and 4 construction
Scenario 6: New Phase 2 Receptors	New Phase 2 receptors: Exposed to Phases 3 and 4 demolition and Phases 3 and 4 construction
Scenario 7: New Phase 3 Receptors	New Phase 3 receptors: Exposed to Phase 4 demolition and Phase 4 construction

Source: Appendix B.

2.3 ESTIMATION OF CONSTRUCTION DPM EMISSIONS

Construction DPM emissions (represented as PM_{2.5} exhaust) were estimated using CalEEMod version 2016.3.2. The construction DPM emissions were assumed to be generated within the project area being constructed in each phase. Because the demolition and construction phasing areas differ, emissions from demolition activities were assumed to be generated with the demolition phasing areas. The demolition phasing areas are shown in Figure 3, and the construction phasing areas are shown in Figure 4. Construction was assumed to occur on a schedule of 8 hours per day and 5 days per week.

² California Air Resources Board (CARB). 1998. The Toxic Air Contaminant Identification Process: Toxic Air Contaminant Emissions from Diesel-fueled Engines. Website: www.arb.ca.gov/toxics/dieseltac/factsht1.pdf. Accessed May 7, 2013, and May 26, 2017.



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Figure 3: Demolition Phasing



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Figure 4: Proposed Construction Phasing

Based on the analysis presented herein, emissions were estimated for the unmitigated scenario and a scenario with clean engines (Tier 4 Final mitigated). Equipment tiers refer to a generation of emission standards established by USEPA and CARB that apply to diesel engines in off-road equipment. The “tier” of an engine depends on the model year and horsepower rating; generally, the newer a piece of equipment is, the greater the tier it is likely to have. Construction exhaust emissions of DPM, both unmitigated and Tier 4 Final mitigated, are shown in Table 9. A detailed breakdown of construction emissions generated in each phase are provided in Appendix B.



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Table 9: Project DPM Construction Emissions

Year	Area-source DPM as PM _{2.5} Exhaust (tons/year)	Off-site DPM as PM _{2.5} Exhaust (tons/year)
Unmitigated	0.3821	0.0002
Tier 4 Final Mitigated	0.0543	0.0002

Note: Offsite emissions were adjusted to evaluate localized emissions from the 0.47-mile route within approximately 1,000 feet of the project site.

DPM = diesel particulate matter

PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source: Appendix B

2.4 ESTIMATION OF CANCER RISKS

BAAQMD has developed a set of guidelines for estimating cancer risks that provide adjustment factors including the following:

- Age-sensitivity weighting factors
- Age-specific daily breathing rates
- Age-specific time-at-home factors

The cancer risk adjustment factors used in this construction HRA are provided in Table 10 for infant, child, and adult sensitive receptors.

Table 10: Inhalation Health Risks from Project Construction to Offsite Receptors

Receptor Type	Exposure Frequency		Age Sensitivity Factors (ASF)	Time at Home Factor (TAH) (%)	Daily Breathing Rate (DBR) ¹ (L/kg-day)
	Hours/Day	Days/Year			
Third Trimester	24	350	10	85	361
0 to < 2 years	24	350	10	85	1,090
> 2 to 16 years	24	350	3	72	572
> 16 years	24	350	1	73	261

Notes:

¹ The daily breathing rates recommended by the BAAQMD for sensitive/residential receptors assume the 95th percentile breathing rates for all individuals less than 2 years of age and 80th percentile breathing rates for all older individuals.

L/kg-day = liters per kilogram body weight per day

Source: BAAQMD. 2016. Air Toxics New Source Review Program Health Risk Assessment (HRA)

Guidelines. Website: http://www.baaqmd.gov/~media/files/planning-and-research/rules-and-regs/workshops/2016/reg-2-5/hra-guidelines_clean_jan_2016.pdf?la=en. Accessed December 21, 2019.



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2.5 ESTIMATION OF NON-CANCER CHRONIC HAZARDS

An evaluation of the potential non-cancer effects of chronic chemical exposures was also conducted. Adverse health effects are evaluated by comparing the annual receptor concentration of each chemical compound with the appropriate reference exposure level (REL). Available RELs promulgated by OEHHA were considered in the assessment.

Risk characterization for non-cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the project's emissions to a concentration considered acceptable to public health professionals, termed the REL.

To calculate the HI, each chemical concentration or dose is divided by the appropriate toxicity REL. Where the total equals or exceeds one (1), a health hazard is presumed to exist. For purposes of this assessment, the TAC of concern is DPM, for which the OEHHA has defined a REL for DPM of 5 µg/m³. The principal toxicological endpoint assumed in this assessment was through inhalation.

2.6 ESTIMATION OF ANNUAL PM_{2.5} CONCENTRATION

BAAQMD's guidance also includes a significance threshold for PM_{2.5} based on studies that show health impacts from exposure to this pollutant. The construction emissions of PM_{2.5} incorporated into this assessment included DPM (as PM_{2.5} exhaust) and fugitive dust.

2.7 PROJECT CONSTRUCTION TOXIC AIR POLLUTANTS—RESULTS

Table 11 shows the Maximum Impacted Sensitive Receptor (MIR) for each scenario analyzed.

Table 11: Maximum Impacted Sensitive Receptor in Each Scenario Analyzed

Phase	Coordinates of Maximum Impacted Sensitive Receptor (Latitude, Longitude)	Description of Maximum Impacted Sensitive Receptor
Scenario 1: All Offsite Receptors	37°42'04.8"N 122°24'46.1"W After mitigation: 37°42'10.1"N 122°24'54.0"W	A planned residential area outside of the project boundary near the corner of Main Street and Linda Vista Drive. An existing single-family residence southwest of Schwerin Street and Partridge Street.
Scenario 2: Existing Phase 2 Receptors	37°42'06.5"N 122°24'47.9"W	An existing residential building located in planned Phase 2.



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Phase	Coordinates of Maximum Impacted Sensitive Receptor (Latitude, Longitude)	Description of Maximum Impacted Sensitive Receptor
Scenario 3: Existing Phase 3 Receptors	37°42'09.0"N 122°24'48.1"W, Maximum impacted residential receptor: 37°42'05.5"N 122°24'50.2"W	The highest concentrations in Scenario 3 were estimated to occur at an existing school located in northeast corner of the planned Phase 3 area. The first set of coordinates listed for the Scenario 3 MIR are for this existing school. For the infant scenario, impacts were based on the location where concentrations were highest out of any residential area analyzed in Scenario 3. Therefore, the MIR for the infant scenario was determined to be an existing residence located near the southeast corner of the planned Phase 3.
Scenario 4: Existing Phase 4 Receptors	Unmitigated DPM: 37°42'11.7"N 122°24'48.4"W Other concentrations: 37°42'09.3"N 122°24'54.4"W	An existing residential building located in planned Phase 4, in the northern half of project site. An existing residential building located in planned Phase 4, in the southern half of the project site.
Scenario 5: New Phase 1 Receptors	DPM: 37°42'09.2"N 122°24'47.1"W PM _{2.5} : 37°42'08.2"N 122°24'47.5"W	A future residence in planned Phase 1. A future residence in planned Phase 1.
Scenario 6: New Phase 2 Receptors	Unmitigated DPM, Mitigated DPM, and Unmitigated PM _{2.5} : 37°42'05.6"N 122°24'49.7"W Mitigated PM _{2.5} : 37°42'06.6"N 122°24'49.3"W	A future residence in planned Phase 2 in the southern half of the project site, bordered by Phase 3 to the west. A future residence in planned Phase 2 in the southern half of the project site.
Scenario 7: New Phase 3 Receptors	37°42'05.3"N 122°24'50.6"W	A future residence near the southeastern corner of planned Phase 3.
Notes: DPM = diesel particulate matter MIR = Maximum Impacted Sensitive Receptor Source: Appendix B.		

Figures 5 through 13 show the locations of select MIRs listed in Table 11.



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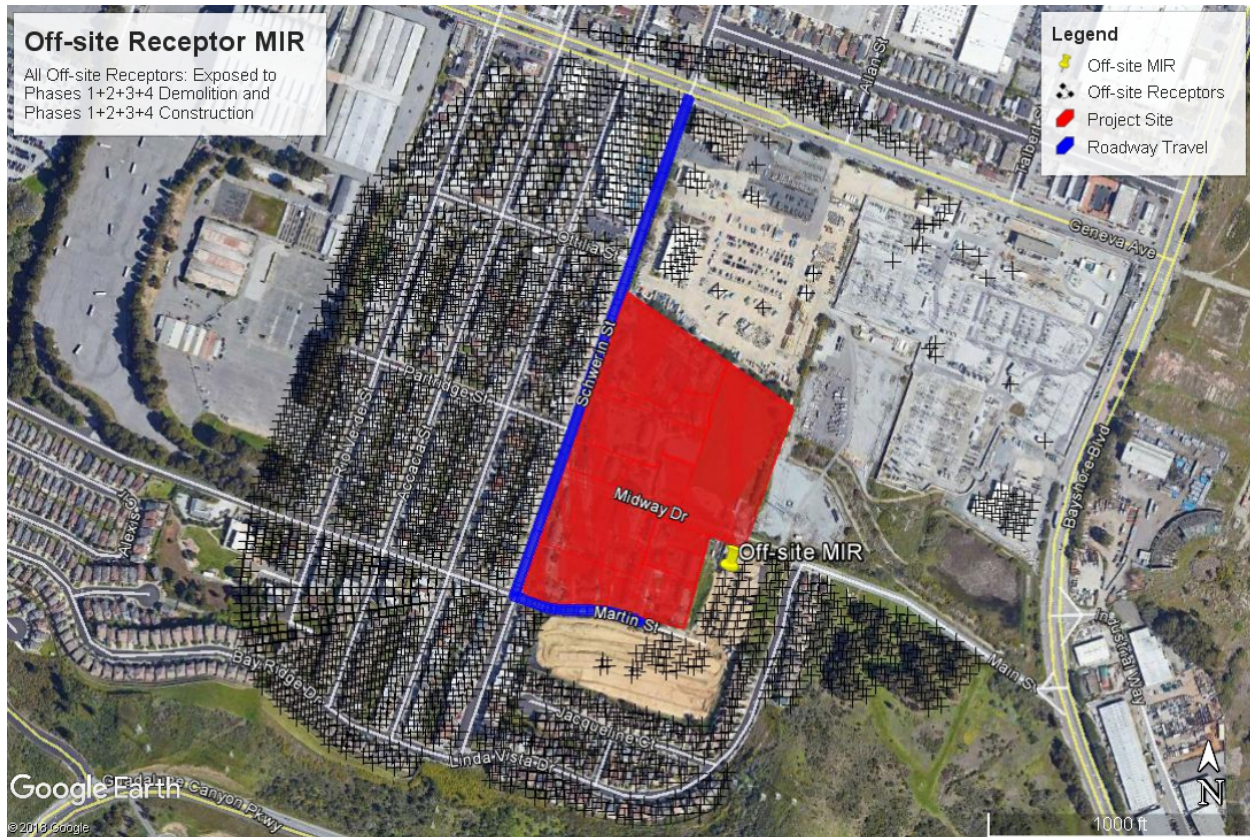


Figure 5: Offsite Receptor MIR (Scenario 1)



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Figure 6: Offsite Receptor MIR After Mitigation (Scenario 1)



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Figure 7: Existing Phase 2 Receptors Scenario MIR (Scenario 2)



Figure 8: Existing Phase 3 Receptors Scenario Non-residential MIR (Scenario 3)



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Figure 9: Existing Phase 3 Receptors Scenario Residential MIR (Scenario 3)



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Figure 10: Existing Phase 4 Receptors Scenario MIRs (Scenario 4)



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Figure 11: New Phase 1 Receptors Scenario MIR (Scenario 5)



Figure 12: New Phase 2 Receptors Scenario MIR (Scenario 6)



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Figure 13: New Phase 3 Receptors Scenario MIR (Scenario 7)

Estimation of Health Risks and Hazards from Project Construction After the Implementation of Dust Control Measures Outlined in Standard Condition AIR-1 and Prior to the Implementation Mitigation

Table 12 presents a summary of the project's construction cancer risk, chronic non-cancer hazard, and $PM_{2.5}$ concentration impacts at the MIR prior to the application of any equipment mitigation for each scenario analyzed. As previously discussed, Standard Condition AIR-1 would be required to reduce fugitive dust emissions during construction. Annual $PM_{2.5}$ emissions were estimated assuming compliance with Standard Condition AIR-1. It should be noted that inclusion of Standard Condition AIR-1 only reduces $PM_{2.5}$ total and not $PM_{2.5}$ exhaust.

Table 12: Estimated Health Risks and Hazards during Project Construction – Unmitigated

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Scenario 1: All Off-site Receptors			
Risks and Hazards at the MIR: Infant ¹	62.10	0.07791	0.5506
Risks and Hazards at the MIR: Child ¹	31.24	0.07791	0.5506



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Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Risks and Hazards at the MIR: Adult ¹	3.47	0.07791	0.5506
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	49.65	0.09340	0.5911
Risks and Hazards at the MIR: Child ¹	11.21	0.09340	0.5911
Risks and Hazards at the MIR: Adult ¹	1.25	0.09340	0.5911
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	54.35	0.06819	0.8452
Risks and Hazards at the MIR: Child ¹	27.34	0.06819	0.8452
Risks and Hazards at the MIR: Adult ¹	3.04	0.06819	0.8452
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	91.57	0.11489	0.4904
Risks and Hazards at the MIR: Child ¹	46.07	0.11489	0.4904
Risks and Hazards at the MIR: Adult ¹	5.11	0.11489	0.4904
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	106.28	0.09522	0.6683
Risks and Hazards at the MIR: Child ¹	26.75	0.09522	0.6683
Risks and Hazards at the MIR: Adult ¹	2.97	0.09522	0.6683
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	73.53	0.08857	0.7229
Risks and Hazards at the MIR: Child ¹	13.49	0.08857	0.7229
Risks and Hazards at the MIR: Adult ¹	1.50	0.08857	0.7229
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	30.12	0.03628	0.2328
Risks and Hazards at the MIR: Child ¹	5.43	0.03628	0.2328
Risks and Hazards at the MIR: Adult ¹	0.61	0.03628	0.2328



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Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Highest from Any Scenario			
Risks and Hazards at the MIR	106.28	0.11489	0.8452
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

¹ The MIR for each scenario analyzed is shown in Table 11.² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.µg/m³ = micrograms per liter

MIR = Maximum Impacted Sensitive Receptor

PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter

Source: Appendix B

As shown in Table 12, the project's construction DPM emissions would not exceed BAAQMD's chronic non-cancer hazard index threshold of significance at the MIR in any scenario; however, the project's construction DPM emissions would exceed BAAQMD's cancer risk threshold of significance, and the project's PM_{2.5} emissions would exceed BAAQMD's annual PM_{2.5} threshold of significance in at least one scenario. Therefore, mitigation would be necessary to reduce potentially significant impacts from construction of the proposed project.

Estimation of Health Risks and Hazards from Project Construction After the Implementation of Standard Condition AIR-1 and Recommended Mitigation

As described above, mitigation would be necessary to reduce potentially significant impacts from construction of the proposed project. Mitigation Measure (MM) AIR-1, which requires the use of construction equipment meeting Tier 4 Final standards, is recommended to reduce impacts to sensitive receptors during project construction. MM AIR-1 is detailed below.

- MM AIR-1** Either of the following two measures shall be implemented during all phases of construction to reduce potential exposure of DPM and PM_{2.5} emissions to nearby sensitive receptors:
- Prior to the issuance of any demolition, grading, or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operation plan that requires all off-road equipment with engines greater than 50 horsepower to meet particulate matter emissions standards for Tier 4 Final engines during construction activities. The construction contractor shall maintain records documenting its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information shall include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine



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model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City.

- Alternatively, in lieu of the Tier 4 Final engines identified above, the construction contractor may use other measures to minimize DPM emissions to reduce the estimated cancer risk below the thresholds. Options could include the use of equipment that includes CARB-certified Level 3 diesel particulate filters, alternatively-fueled equipment (i.e., non-diesel), or use of added exhaust muffling and filtering devices. If any of these alternative measures are proposed, the project applicant and/or construction contractor shall include them in the construction operations plans that include specifications of the equipment to be used during construction. Furthermore, a signed letter by a qualified air quality specialist shall accompany the construction operations plan, which demonstrates that the equipment included in the plan meets the health risk standards set forth in this mitigation measure.

Table 13 presents a summary of the project's construction cancer risk, chronic non-cancer hazard, and PM_{2.5} concentration impacts at the MIR after implementation of MM AIR-1. As previously noted, annual PM_{2.5} emissions were estimated assuming compliance with Standard Condition AIR-1.

Table 13: Estimated Health Risks and Hazards during Project Construction – Mitigated

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758



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Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	14.89	0.01334	0.2748
Risks and Hazards at the MIR: Child ¹	3.75	0.01334	0.2748
Risks and Hazards at the MIR: Adult ¹	0.416	0.01334	0.2748
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	7.13	0.00859	0.3273
Risks and Hazards at the MIR: Child ¹	1.31	0.00859	0.3273
Risks and Hazards at the MIR: Adult ¹	0.145	0.00859	0.3273
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest from Any Scenario			
Maximum Risks and Hazards	14.89	0.02127	0.3273
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	Yes	No	Yes

Notes:

¹ The MIR for each scenario analyzed is shown in Table 11.² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.

µg/m³ = micrograms per liter; BAAQMD = Bay Area Air Quality Management District; DPM = diesel particulate matter;
MIR = Maximum Impacted Sensitive Receptor; PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter;
REL = reference exposure level

Source: Appendix A



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As noted in Table 13, the project would not exceed any applicable significance threshold after application of MM-AIR 1 in Scenarios 1 through 4 or in Scenario 7; however, the project would exceed an applicable threshold in both Scenarios 5 and 6. Specifically, the cancer risk in Scenario 5 would exceed BAAQMD's threshold of 10 in million for the cancer risk health impact and the applicable PM_{2.5} concentration threshold would be exceeded in Scenario 6. As noted in Table 8, Scenario 5 analyzes the health impacts of the sensitive receptors that would occupy Phase 1 of the project, and sensitive receptors would be exposed to emissions from demolition and construction activities associated with Phases 2 through 4 of the project. Scenario 6 analyzes the health impacts of the sensitive receptors that would occupy Phase 2 of the project, and sensitive receptors could be exposed to emissions from demolition and construction activities associated with Phases 3 and 4 of the project. Because Scenarios 5 and 6 are the only scenarios in which an applicable health risk threshold was exceeded, and because Scenarios 5 and 6 include residential development contemplated by the project, additional mitigation is available to further reduce the potential impact. MM-AIR 2, which requires the installation of minimum efficiency reporting value (MERV) 13 filters in proposed residences included in Phases 1 and 2 of the proposed project, is recommended to further reduce this impact.

MM AIR-2 The applicant shall install high efficiency MERV filters with a rating of 13 in the intake of the residential ventilation systems in all residential units that would be included in Phases 1 and 2 of the project. To ensure maintenance and replacement of the MERV filters in the individual units, the owner or property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer's recommendations lasting through the end of all construction associated with the proposed project. A signed commitment letter from the owner/property manager shall be submitted to City prior to the first occupancy of Phase 1 of the project.

Many heating/vacuum/air conditioning (HVAC) filters available in the United States are rated for their particle removal efficiency using a laboratory test procedure described in the American Society of Heating, Refrigerating, and Air Conditioning Engineers Standard 52.2-2012, Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size. Minimum removal efficiency values in these three sized bins are used to assign HVAC filters a single efficiency metric MERV. In general, the higher the MERV for a filter, the greater the removal efficiency for one or more particle size bins. Average values for approximated outdoor-origin PM_{2.5} removal efficiencies for several MERV-rated filters were derived from Stephens, Brennan, and Harriman.³ Single-pass outdoor-origin PM_{2.5} removal efficiencies range from less than 10 percent for MERV 6 to more than 95 percent for MERV 16 and high-efficiency particulate air (HEPA) filters.

MERV 13 filters would trap particles at an efficiency rate of 60 percent. After the installation and maintenance of an air filtration system rated at MERV 13 per MM AIR-2, the cancer risk from project construction at the MIR (a residence in Phase 1 of the project) would be reduced to approximately 6 per million, and the PM_{2.5} concentrations at the MIR (a sensitive receptor in Phase 2 of the project) would be

³ Stephens, Brent, Terry Brennan, and Lew Harriman. 2016. Selecting Ventilation Air Filters to Reduce PM_{2.5} Of Outdoor Origin. September. Website: http://www.conforlab.com.br/wp-content/uploads/2016/10/2016Sep_012-021_HarrimanFiltersToReducePM2.5.pdf.



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reduced to approximately 0.13 $\mu\text{g}/\text{m}^3$. Table 14 provides a summary of impacts to future residents under Scenario 5 and 6 with this additional mitigation.

Table 14: Estimated Health Risks and Hazards during Project Construction – Additional Mitigation

Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration ($\mu\text{g}/\text{m}^3$)
Scenario 1: All Offsite Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00747	0.01975
Risks and Hazards at the MIR: Child ¹	3.00	0.00747	0.01975
Risks and Hazards at the MIR: Adult ¹	0.33	0.00747	0.01975
Scenario 2: Existing Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	3.36	0.00632	0.1557
Risks and Hazards at the MIR: Child ¹	0.76	0.00632	0.1557
Risks and Hazards at the MIR: Adult ¹	0.084	0.00632	0.1557
Scenario 3: Existing Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.13	0.02127	0.2758
Risks and Hazards at the MIR: Child ¹	2.58	0.02127	0.2758
Risks and Hazards at the MIR: Adult ¹	0.287	0.02127	0.2758
Scenario 4: Existing Phase 4 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.92	0.00743	0.2138
Risks and Hazards at the MIR: Child ¹	2.98	0.00743	0.2138
Risks and Hazards at the MIR: Adult ¹	0.331	0.00743	0.2138
Scenario 5: New Phase 1 Receptors			
Risks and Hazards at the MIR: Infant ¹	5.96	0.00534	0.1099
Risks and Hazards at the MIR: Child ¹	1.50	0.00534	0.1099
Risks and Hazards at the MIR: Adult ¹	0.17	0.00534	0.1099



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Scenario	Cancer Risk (risk per million)	Chronic Non- Cancer Hazard Index ²	Annual PM _{2.5} Concentration (µg/m ³)
Scenario 6: New Phase 2 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.85	0.00344	0.1309
Risks and Hazards at the MIR: Child ¹	0.52	0.00344	0.1309
Risks and Hazards at the MIR: Adult ¹	0.058	0.00344	0.1309
Scenario 7: New Phase 3 Receptors			
Risks and Hazards at the MIR: Infant ¹	2.61	0.00314	0.0671
Risks and Hazards at the MIR: Child ¹	0.48	0.00314	0.0671
Risks and Hazards at the MIR: Adult ¹	0.05	0.00314	0.0671
Highest from Any Scenario			
Maximum Risks and Hazards	5.96	0.00747	0.2758
BAAQMD Thresholds of Significance	10	1	0.30
Exceeds Individual Source Threshold?	No	No	No

Notes:

¹ The MIR for each scenario analyzed is shown in Table 11.² Chronic non-cancer hazard index was estimated by dividing the annual DPM concentration (as PM_{2.5} exhaust) by the REL of 5 µg/m³.µg/m³ = micrograms per liter; BAAQMD = Bay Area Air Quality Management District; DPM = diesel particulate matter;MIR = Maximum Impacted Sensitive Receptor; PM_{2.5} = particulate matter 2.5 microns or less in aerodynamic diameter;

REL = reference exposure level

Source: Appendix A

The health risk impacts to the future residents would be less than the BAAQMD recommended significance thresholds of 10 in a million and 0.3 µg/m³, respectively. Therefore, construction of the project would not expose sensitive receptors to substantial pollutant concentrations after the implementation of mitigation. Specifically, Standard Condition AIR-1, MM AIR-1, and MM-2 are recommended to reduce potential impacts during construction.



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APPENDIX A

CalEEMod Results



March 24, 2020

APPENDIX B

Construction Health Risk Assessment Files



MIDWAY VILLAGE PROJECT— AIR QUALITY MEMORANDUM

March 18, 2020

APPENDIX A
CalEEMod Results

CalEEMod Output

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Midway Village Project Phase 1 - Unmitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 1 - Unmitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.76	Acre	3.76	163,785.60	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2021

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Demolition (1/15/2021-02/01/2021)
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 1 Demolition - Demolition of San Mateo County Housing Authority offices

Construction Phase - Phase 1 Demolition (1/15/2021-02/01/2021)

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
Estimate of additional trips based on two trips per piece of equipment.
106+12=118 total hauling trips

Demolition - Phase 1 Demolition totaling approximately 1,074 tons of debris.

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	20.00	12.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	106.00	118.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e			
Year	tons/yr																MT/yr		
2021	0.0197	0.2063	0.1392	2.9000e-004	0.0132	9.3700e-003	0.0226	2.2000e-003	8.7000e-003	0.0109	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9747			
Maximum	0.0197	0.2063	0.1392	2.9000e-004	0.0132	9.3700e-003	0.0226	2.2000e-003	8.7000e-003	0.0109	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9747			

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.0197	0.2063	0.1392	2.9000e-004	6.8700e-003	9.3700e-003	0.0162	1.2400e-003	8.7000e-003	9.9400e-003	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9746
Maximum	0.0197	0.2063	0.1392	2.9000e-004	6.8700e-003	9.3700e-003	0.0162	1.2400e-003	8.7000e-003	9.9400e-003	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9746
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	47.92	0.00	28.03	43.64	0.00	8.81	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-15-2021	4-14-2021	0.2424	0.2424
		Highest	0.2424	0.2424

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/15/2021	2/1/2021	5	12	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.76

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	118.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0115	0.0000	0.0115	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1886	0.1294	2.3000e-004		9.3100e-003	9.3100e-003		8.6500e-003	8.6500e-003	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440
Total	0.0190	0.1886	0.1294	2.3000e-004	0.0115	9.3100e-003	0.0208	1.7400e-003	8.6500e-003	0.0104	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-004	0.0176	8.2100e-003	5.0000e-005	9.9000e-004	5.0000e-005	1.0400e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	4.8459	4.8459	6.2000e-004	0.0000	4.8614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.6200e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5690	0.5690	1.0000e-005	0.0000	0.5693
Total	7.3000e-004	0.0177	9.8300e-003	6.0000e-005	1.7000e-003	5.0000e-005	1.7500e-003	4.6000e-004	5.0000e-005	5.1000e-004	0.0000	5.4149	5.4149	6.3000e-004	0.0000	5.4306

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1700e-003	0.0000	5.1700e-003	7.8000e-004	0.0000	7.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1886	0.1294	2.3000e-004		9.3100e-003	9.3100e-003		8.6500e-003	8.6500e-003	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440
Total	0.0190	0.1886	0.1294	2.3000e-004	5.1700e-003	9.3100e-003	0.0145	7.8000e-004	8.6500e-003	9.4300e-003	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr											MT/yr				
Hauling	5.0000e-004	0.0176	8.2100e-003	5.0000e-005	9.9000e-004	5.0000e-005	1.0400e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	4.8459	4.8459	6.2000e-004	0.0000	4.8614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.6200e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5690	0.5690	1.0000e-005	0.0000	0.5693
Total	7.3000e-004	0.0177	9.8300e-003	6.0000e-005	1.7000e-003	5.0000e-005	1.7500e-003	4.6000e-004	5.0000e-005	5.1000e-004	0.0000	5.4149	5.4149	6.3000e-004	0.0000	5.4306

Midway Village Project Phase 1 - Unmitigated Construction - San Mateo County, Annual

Midway Village Project Phase 1 - Unmitigated Construction San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	99.91	1000sqft	2.29	99,910.00	0
Apartments Low Rise	149.00	Dwelling Unit	1.47	310,612.00	426

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2021

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Construction
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 1 proposed development based on Project Description dated October 21, 2019.
Construction Phase - Phase 1 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 1 Demolition (1/15/2021-02/01/2021) analyzed in a separate CalEEMod run.
Off-road Equipment - Adjusted building construction equipment usage based on project-specific information.

Off-road Equipment -

Off-road Equipment - Additional grading equipment included based on project-specific information.

Trips and VMT - Additional hauling trips included to account for off-site trips associated with transport of construction equipment. Additional vendor trips added to the paving phase to account for anticipated paving off-site trips.

Demolition - Demolition associated with Phase 1 analyzed in a separate CalEEMod run.

Grading - Material anticipated to be balanced on-site during Phase 1 construction.

No import or export in Phase 1 (43,092 total cubic yards of import for the project accounted for in phases 2 and 4).

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Area Mitigation -

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	18.00	23.00
tblConstructionPhase	NumDays	18.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	25.33	0.00
tblLandUse	LandUseSquareFeet	149,000.00	310,612.00
tblLandUse	LotAcreage	9.31	1.47
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading

tblOffRoadEquipment	PhaseName				Grading			
tblProjectCharacteristics	CO2IntensityFactor				390.65			
tblTripsAndVMT	HaulingTripNumber				32.00			
tblTripsAndVMT	HaulingTripNumber				32.00			
tblTripsAndVMT	VendorTripNumber				4.00			
tblVehicleTrips	ST_TR				0.00			
tblVehicleTrips	SU_TR				0.00			
tblVehicleTrips	WD_TR				0.00			
tblWoodstoves	WoodstoveWoodMass				0.00			

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	2.4850	2.5004	2.2011	4.8400e-003	0.3601	0.1168	0.4768	0.1597	0.1093	0.2689	0.0000	432.8765	432.8765	0.0766	0.0000	434.7919
Maximum	2.4850	2.5004	2.2011	4.8400e-003	0.3601	0.1168	0.4768	0.1597	0.1093	0.2689	0.0000	432.8765	432.8765	0.0766	0.0000	434.7919

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Year	tons/yr										MT/yr						
2021	2.4850	2.5004	2.2011	4.8400e-003	0.2337	0.1168	0.3504	0.0912	0.1093	0.2004	0.0000	432.8762	432.8762	0.0766	0.0000	434.7915	
Maximum	2.4850	2.5004	2.2011	4.8400e-003	0.2337	0.1168	0.3504	0.0912	0.1093	0.2004	0.0000	432.8762	432.8762	0.0766	0.0000	434.7915	
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Percent Reduction	0.00	0.00	0.00	0.00	35.10	0.00	26.51	42.91	0.00	25.47	0.00	0.00	0.00	0.00	0.00	0.00	

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-15-2021	4-14-2021	0.8839	0.8839
2	4-15-2021	7-14-2021	0.7621	0.7621
3	7-15-2021	9-30-2021	0.6850	0.6850
		Highest	0.8839	0.8839

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/2/2021	3/1/2021	5	20	
2	Grading	Grading	3/2/2021	3/22/2021	5	15	
3	Building Construction	Building Construction	3/23/2021	11/22/2021	5	175	
4	Paving	Paving	7/1/2021	8/2/2021	5	23	
5	Architectural Coating	Architectural Coating	11/2/2021	12/20/2021	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 7.5

Acres of Paving: 2.29

Residential Indoor: 628,989; Residential Outdoor: 209,663; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37

Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	149.00	32.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.2300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1380	1.1380	2.0000e-005	0.0000	1.1385
Total	6.0000e-004	5.0600e-003	5.4600e-003	2.0000e-005	1.6900e-003	2.0000e-005	1.7100e-003	4.5000e-004	2.0000e-005	4.8000e-004	0.0000	2.4521	2.4521	1.9000e-004	0.0000	2.4568

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.0813	0.0204	0.1017	0.0447	0.0188	0.0635	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.2300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1380	1.1380	2.0000e-005	0.0000	1.1385
Total	6.0000e-004	5.0600e-003	5.4600e-003	2.0000e-005	1.6900e-003	2.0000e-005	1.7100e-003	4.5000e-004	2.0000e-005	4.8000e-004	0.0000	2.4521	2.4521	1.9000e-004	0.0000	2.4568

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0220	0.2345	0.1540	3.2000e-004		0.0113	0.0113		0.0104	0.0104	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963
Total	0.0220	0.2345	0.1540	3.2000e-004	0.0491	0.0113	0.0604	0.0253	0.0104	0.0357	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488
Total	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0220	0.2345	0.1540	3.2000e-004		0.0113	0.0113		0.0104	0.0104	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963
Total	0.0220	0.2345	0.1540	3.2000e-004	0.0221	0.0113	0.0334	0.0114	0.0104	0.0218	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488
Total	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7832	181.7832	0.0421	0.0000	182.8367
Total	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7832	181.7832	0.0421	0.0000	182.8367

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9400e-003	0.2916	0.1252	7.3000e-004	0.0183	6.7000e-004	0.0189	5.2800e-003	6.4000e-004	5.9200e-003	0.0000	73.2769	73.2769	6.3300e-003	0.0000	73.4352
Worker	0.0332	0.0216	0.2343	9.1000e-004	0.1026	6.2000e-004	0.1033	0.0273	5.8000e-004	0.0279	0.0000	82.4245	82.4245	1.5000e-003	0.0000	82.4619
Total	0.0422	0.3132	0.3594	1.6400e-003	0.1209	1.2900e-003	0.1222	0.0326	1.2200e-003	0.0338	0.0000	155.7014	155.7014	7.8300e-003	0.0000	155.8971

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7830	181.7830	0.0421	0.0000	182.8365
Total	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7830	181.7830	0.0421	0.0000	182.8365

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9400e-003	0.2916	0.1252	7.3000e-004	0.0183	6.7000e-004	0.0189	5.2800e-003	6.4000e-004	5.9200e-003	0.0000	73.2769	73.2769	6.3300e-003	0.0000	73.4352
Worker	0.0332	0.0216	0.2343	9.1000e-004	0.1026	6.2000e-004	0.1033	0.0273	5.8000e-004	0.0279	0.0000	82.4245	82.4245	1.5000e-003	0.0000	82.4619
Total	0.0422	0.3132	0.3594	1.6400e-003	0.1209	1.2900e-003	0.1222	0.0326	1.2200e-003	0.0338	0.0000	155.7014	155.7014	7.8300e-003	0.0000	155.8971

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003		6.1400e-003	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741
Paving	3.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0156	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003		6.1400e-003	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.7900e-003	2.0600e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2038	1.2038	1.0000e-004	0.0000	1.2064
Worker	5.9000e-004	3.8000e-004	4.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4541	1.4541	3.0000e-005	0.0000	1.4547
Total	7.4000e-004	5.1700e-003	6.1900e-003	3.0000e-005	2.1100e-003	2.0000e-005	2.1300e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.6579	2.6579	1.3000e-004	0.0000	2.6612

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003		6.1400e-003	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741
Paving	3.0000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0156	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003		6.1400e-003	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.7900e-003	2.0600e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2038	1.2038	1.0000e-004	0.0000	1.2064
Worker	5.9000e-004	3.8000e-003	4.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4541	1.4541	3.0000e-005	0.0000	1.4547
Total	7.4000e-004	5.1700e-003	6.1900e-003	3.0000e-005	2.1100e-003	2.0000e-005	2.1300e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.6579	2.6579	1.3000e-004	0.0000	2.6612

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8300e-003	0.0267	0.0318	5.0000e-005	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	2.2112	0.0267	0.0318	5.0000e-005	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	8.7000e-004	9.4300e-003	4.0000e-005	4.1300e-003	3.0000e-005	4.1600e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.3191	3.3191	6.0000e-005	0.0000	3.3206
Total	1.4800e-003	5.6300e-003	0.0117	5.0000e-005	4.4000e-003	4.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2100e-003	0.0000	4.6333	4.6333	2.3000e-004	0.0000	4.6390

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8300e-003	0.0267	0.0318	5.0000e-005		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	2.2112	0.0267	0.0318	5.0000e-005		1.6500e-003	1.6500e-003		1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	8.7000e-004	9.4300e-003	4.0000e-005	4.1300e-003	3.0000e-005	4.1600e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.3191	3.3191	6.0000e-005	0.0000	3.3206
Total	1.4800e-003	5.6300e-003	0.0117	5.0000e-005	4.4000e-003	4.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2100e-003	0.0000	4.6333	4.6333	2.3000e-004	0.0000	4.6390

Midway Village Project Phase 2 - Unmitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 2 - Unmitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	4.05	Acre	4.05	176,418.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2023

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project Characteristics - Phase 2 Demolition (09/01/2023-10/05/2023)
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 2 Demolition

Construction Phase - Phase 2 Demolition (09/01/2023-10/05/2023)

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
459+12=471 total hauling trips

Demolition - Phase 2 Demolition totaling approximately 4,644 tons of debris.

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	20.00	25.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	459.00	471.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr															
2023	0.0302	0.3137	0.2826	6.7000e-004	0.0551	0.0126	0.0677	9.0000e-003	0.0117	0.0207	0.0000	61.8621	61.8621	0.0144	0.0000	62.2227
Maximum	0.0302	0.3137	0.2826	6.7000e-004	0.0551	0.0126	0.0677	9.0000e-003	0.0117	0.0207	0.0000	61.8621	61.8621	0.0144	0.0000	62.2227

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr															
2023	0.0302	0.3137	0.2826	6.7000e-004	0.0278	0.0126	0.0403	4.8600e-003	0.0117	0.0166	0.0000	61.8621	61.8621	0.0144	0.0000	62.2226
Maximum	0.0302	0.3137	0.2826	6.7000e-004	0.0278	0.0126	0.0403	4.8600e-003	0.0117	0.0166	0.0000	61.8621	61.8621	0.0144	0.0000	62.2226

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.59	0.00	40.39	46.00	0.00	20.01	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2023	9-30-2023	0.2939	0.2939
		Highest	0.2939	0.2939

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2023	10/5/2023	5	25	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	471.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0497	0.0000	0.0497	7.5200e-003	0.0000	7.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.2686	0.2455	4.9000e-004		0.0125	0.0125		0.0116	0.0116	0.0000	42.4901	42.4901	0.0119	0.0000	42.7876
Total	0.0284	0.2686	0.2455	4.9000e-004	0.0497	0.0125	0.0622	7.5200e-003	0.0116	0.0191	0.0000	42.4901	42.4901	0.0119	0.0000	42.7876

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3900e-003	0.0449	0.0342	1.7000e-004	3.9400e-003	9.0000e-005	4.0300e-003	1.0800e-003	8.0000e-005	1.1700e-003	0.0000	18.2731	18.2731	2.5000e-003	0.0000	18.3357
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9200e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4800e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.0389	1.0389	2.0000e-005	0.0000	1.0994
Total	1.8200e-003	0.0451	0.0371	1.8000e-004	5.4200e-003	1.0000e-004	5.5100e-003	1.4700e-003	9.0000e-005	1.5700e-003	0.0000	19.3721	19.3721	2.5200e-003	0.0000	19.4351

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0224	0.0000	0.0224	3.3900e-003	0.0000	3.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.2686	0.2455	4.9000e-004		0.0125	0.0125		0.0116	0.0116	0.0000	42.4900	42.4900	0.0119	0.0000	42.7875
Total	0.0284	0.2686	0.2455	4.9000e-004	0.0224	0.0125	0.0348	3.3900e-003	0.0116	0.0150	0.0000	42.4900	42.4900	0.0119	0.0000	42.7875

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3900e-003	0.0449	0.0342	1.7000e-004	3.9400e-003	9.0000e-005	4.0300e-003	1.0800e-003	8.0000e-005	1.1700e-003	0.0000	18.2731	18.2731	2.5000e-003	0.0000	18.3357
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9200e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4800e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.0989	1.0989	2.0000e-005	0.0000	1.0994
Total	1.8200e-003	0.0451	0.0371	1.8000e-004	5.4200e-003	1.0000e-004	5.5100e-003	1.4700e-003	9.0000e-005	1.5700e-003	0.0000	19.3721	19.3721	2.5200e-003	0.0000	19.4351

Midway Village Project Phase 2 - Unmitigated Construction - San Mateo County, Annual

Midway Village Project Phase 2 - Unmitigated Construction
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.52	1000sqft	1.11	48,525.00	0
Apartments Low Rise	148.00	Dwelling Unit	1.54	153,265.00	423

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2024

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Construction
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 2 proposed development based on Project Description dated October 21, 2019.

Construction Phase - Phase 2 conceptual construction schedule consistent with Project Description dated October 21, 2019.

Phase 2 Demolition (09/01/2023-10/05/2023) analyzed in a separate CalEEMod run.

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - Additional grading equipment included based on project-specific information

Off-road Equipment -

Trips and VMT - Additional hauling trips to account for transport of construction equipment based on two (2) trips per piece of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Demolition - Demolition associated with Phase 2 analyzed in a separate CalEEMod run.

Grading - Approximately 12,611 cubic yards to be imported in Phase 2 (43,092 total cubic yards of import for the project anticipated; 12,611 cubic yards in Phase 2 and 30,481 cubic yards in Phase 4)

Architectural Coating -

Vehicle Trips - Construction run only

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction run only

Area Coating -

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	3.00	28.00
tblConstructionPhase	NumDays	6.00	16.00
tblConstructionPhase	NumDays	220.00	155.00
tblConstructionPhase	NumDays	10.00	35.00

tblConstructionPhase	NumDays	10.00	38.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	25.16	0.00
tblGrading	MaterialImported	0.00	12,611.00
tblLandUse	LandUseSquareFeet	48,520.00	48,525.00
tblLandUse	LandUseSquareFeet	148,000.00	153,265.00
tblLandUse	LotAcreage	9.25	1.54
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	24.00
tblTripsAndVMT	HaulingTripNumber	0.00	24.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0469	0.5731	0.4323	1.3800e-003	0.0953	0.0175	0.1128	0.0349	0.0162	0.0511	0.0000	130.7923	130.7923	0.0277	0.0000	131.4851
2024	1.2524	1.2591	1.5058	3.3000e-003	0.0915	0.0483	0.1397	0.0246	0.0460	0.0706	0.0000	287.9446	287.9446	0.0424	0.0000	289.0041
Maximum	1.2524	1.2591	1.5058	3.3000e-003	0.0953	0.0483	0.1397	0.0349	0.0460	0.0706	0.0000	287.9446	287.9446	0.0424	0.0000	289.0041

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2023	0.0469	0.5731	0.4323	1.3800e-003	0.0538	0.0175	0.0713	0.0187	0.0162	0.0349	0.0000	130.7922	130.7922	0.0277	0.0000	131.4850
2024	1.2524	1.2591	1.5058	3.3000e-003	0.0915	0.0483	0.1397	0.0246	0.0460	0.0706	0.0000	287.9444	287.9444	0.0424	0.0000	289.0039
Maximum	1.2524	1.2591	1.5058	3.3000e-003	0.0915	0.0483	0.1397	0.0246	0.0460	0.0706	0.0000	287.9444	287.9444	0.0424	0.0000	289.0039
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	22.22	0.00	16.42	27.22	0.00	13.31	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/15/2023	11/22/2023	5	28	
2	Grading	Grading	11/26/2023	12/18/2023	5	16	
3	Building Construction	Building Construction	12/20/2023	7/23/2024	5	155	
4	Paving	Paving	6/1/2024	7/20/2024	5	35	
5	Architectural Coating	Architectural Coating	8/3/2024	9/25/2024	5	38	

Acres of Grading (Site Preparation Phase): 42

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.11

Residential Indoor: 310,362; Residential Outdoor: 103,454; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	24.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,576.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	127.00	24.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	24.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Fugitive Dust	MT/yr															
Off-Road	0.0182	0.1999	0.1370	3.4000e-004	0.0223	0.0000	0.0223	2.4000e-003	0.0000	2.4000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0182	0.1999	0.1370	3.4000e-004	0.0223	7.5900e-003	0.0299	6.9800e-003	6.9800e-003	6.9800e-003	0.0000	30.1622	30.1622	9.7600e-003	0.0000	30.4060

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	2.2900e-003	1.7400e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9311	0.9311	1.3000e-004	0.0000	0.9343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.5000e-004	1.7400e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6564	0.6564	1.0000e-005	0.0000	0.6567
Total	3.3000e-004	2.4400e-003	3.4800e-003	2.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	0.0000	3.0000e-004	0.0000	1.5875	1.5875	1.4000e-004	0.0000	1.5910

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0100	0.0000	0.0100	1.0800e-003	0.0000	1.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1999	0.1370	3.4000e-004	7.5900e-003	7.5900e-003	7.5900e-003	6.9800e-003	6.9800e-003	6.9800e-003	0.0000	30.1621	30.1621	9.7600e-003	0.0000	30.4060
Total	0.0182	0.1999	0.1370	3.4000e-004	0.0100	7.5900e-003	0.0176	1.0800e-003	6.9800e-003	8.0600e-003	0.0000	30.1621	30.1621	9.7600e-003	0.0000	30.4060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	2.2900e-003	1.7400e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9311	0.9311	1.3000e-004	0.0000	0.9343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.5000e-004	1.7400e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6564	0.6564	1.0000e-005	0.0000	0.6567
Total	3.3000e-004	2.4400e-003	3.4800e-003	2.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	0.0000	3.0000e-004	0.0000	1.5875	1.5875	1.4000e-004	0.0000	1.5910

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0531	0.0000	0.0531	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1579	0.1066	2.7000e-004	7.1600e-003	7.1600e-003	7.1600e-003	6.5800e-003	6.5800e-003	6.5800e-003	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913
Total	0.0152	0.1579	0.1066	2.7000e-004	0.0531	7.1600e-003	0.0603	0.0271	6.5800e-003	0.0336	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6400e-003	0.1501	0.1144	5.9000e-004	0.0132	3.0000e-004	0.0135	3.6300e-003	2.8000e-004	3.9100e-003	0.0000	61.1432	61.1432	8.3800e-003	0.0000	61.3526
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.6000e-004	1.8700e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7033	0.7033	1.0000e-005	0.0000	0.7036
Total	4.9100e-003	0.1503	0.1163	6.0000e-004	0.0141	3.1000e-004	0.0144	3.8800e-003	2.9000e-004	4.1700e-003	0.0000	61.8465	61.8465	8.3900e-003	0.0000	62.0562

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0239	0.0000	0.0239	0.0122	0.0000	0.0122	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1579	0.1066	2.7000e-004	7.1600e-003	7.1600e-003	7.1600e-003	6.5800e-003	6.5800e-003	6.5800e-003	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913
Total	0.0152	0.1579	0.1066	2.7000e-004	0.0239	7.1600e-003	0.0311	0.0122	6.5800e-003	0.0188	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6400e-003	0.1501	0.1144	5.9000e-004	0.0132	3.0000e-004	0.0135	3.6300e-003	2.8000e-004	3.9100e-003	0.0000	61.1432	61.1432	8.3800e-003	0.0000	61.3526
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.6000e-004	1.8700e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7033	0.7033	1.0000e-005	0.0000	0.7036
Total	4.9100e-003	0.1503	0.1163	6.0000e-004	0.0141	3.1000e-004	0.0144	3.8800e-003	2.9000e-004	4.1700e-003	0.0000	61.8465	61.8465	8.3900e-003	0.0000	62.0562

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003	2.3500e-003	2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474
Total	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003	2.3500e-003	2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	7.3800e-003	4.2200e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.4094	2.4094	2.1000e-004	0.0000	2.4147
Worker	1.1600e-003	6.9000e-004	7.9100e-003	3.0000e-005	4.0000e-003	2.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	2.9774	2.9774	5.0000e-005	0.0000	2.9786
Total	1.3900e-003	8.0700e-003	0.0121	5.0000e-005	4.6300e-003	3.0000e-005	4.6600e-003	1.2400e-003	3.0000e-005	1.2800e-003	0.0000	5.3867	5.3867	2.6000e-004	0.0000	5.3932

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003		2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474
Total	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003		2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	7.3800e-003	4.2200e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.4094	2.4094	2.1000e-004	0.0000	2.4147
Worker	1.1600e-003	6.9000e-004	7.9100e-003	3.0000e-005	4.0000e-003	2.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	2.9774	2.9774	5.0000e-005	0.0000	2.9786
Total	1.3900e-003	8.0700e-003	0.0121	5.0000e-005	4.6300e-003	3.0000e-005	4.6600e-003	1.2400e-003	3.0000e-005	1.2800e-003	0.0000	5.3867	5.3867	2.6000e-004	0.0000	5.3932

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6697	152.6697	0.0284	0.0000	153.3806
Total	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6697	152.6697	0.0284	0.0000	153.3806

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0700e-003	0.1318	0.0787	4.4000e-004	0.0115	1.8000e-004	0.0117	3.3300e-003	1.7000e-004	3.5000e-003	0.0000	43.8750	43.8750	3.9300e-003	0.0000	43.9732
Worker	0.0204	0.0116	0.1358	5.8000e-004	0.0735	4.3000e-004	0.0739	0.0196	3.9000e-004	0.0200	0.0000	52.5816	52.5816	7.9000e-004	0.0000	52.6014
Total	0.0245	0.1433	0.2145	1.0200e-003	0.0850	6.1000e-004	0.0856	0.0229	5.6000e-004	0.0235	0.0000	96.4565	96.4565	4.7200e-003	0.0000	96.5746

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6696	152.6696	0.0284	0.0000	153.3804
Total	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6696	152.6696	0.0284	0.0000	153.3804

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0700e-003	0.1318	0.0787	4.4000e-004	0.0115	1.8000e-004	0.0117	3.3300e-003	1.7000e-004	3.5000e-003	0.0000	43.8750	43.8750	3.9300e-003	0.0000	43.9732
Worker	0.0204	0.0116	0.1358	5.8000e-004	0.0735	4.3000e-004	0.0739	0.0196	3.9000e-004	0.0200	0.0000	52.5816	52.5816	7.9000e-004	0.0000	52.6014
Total	0.0245	0.1433	0.2145	1.0200e-003	0.0850	6.1000e-004	0.0856	0.0229	5.6000e-004	0.0235	0.0000	96.4565	96.4565	4.7200e-003	0.0000	96.5746

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0147	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0162	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.2300e-003	3.1200e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.7411	1.7411	1.6000e-004	0.0000	1.7450
Worker	5.7000e-004	3.2000e-004	3.8200e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.4787	1.4787	2.0000e-005	0.0000	1.4792
Total	7.3000e-004	5.5500e-003	6.9400e-003	4.0000e-005	2.5300e-003	2.0000e-005	2.5400e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	3.2197	3.2197	1.8000e-004	0.0000	3.2242

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0147	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0162	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.2300e-003	3.1200e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.7411	1.7411	1.6000e-004	0.0000	1.7450
Worker	5.7000e-004	3.2000e-004	3.8200e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.4787	1.4787	2.0000e-005	0.0000	1.4792
Total	7.3000e-004	5.5500e-003	6.9400e-003	4.0000e-005	2.5300e-003	2.0000e-005	2.5400e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	3.2197	3.2197	1.8000e-004	0.0000	3.2242

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0890					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4300e-003	0.0232	0.0344	6.0000e-005	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580
Total	1.0925	0.0232	0.0344	6.0000e-005	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	2.1900e-003	1.8100e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9210	0.9210	1.3000e-004	0.0000	0.9242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	5.9000e-004	6.9100e-003	3.0000e-005	3.7400e-003	2.0000e-005	3.7600e-003	1.0000e-003	2.0000e-005	1.0100e-003	0.0000	2.6757	2.6757	4.0000e-005	0.0000	2.6767
Total	1.1100e-003	2.7800e-003	8.7200e-003	4.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0600e-003	2.0000e-005	1.0700e-003	0.0000	3.5967	3.5967	1.7000e-004	0.0000	3.6009

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0890					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4300e-003	0.0232	0.0344	6.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580
Total	1.0925	0.0232	0.0344	6.0000e-005		1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	2.1900e-003	1.8100e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9210	0.9210	1.3000e-004	0.0000	0.9242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	5.9000e-004	6.9100e-003	3.0000e-005	3.7400e-003	2.0000e-005	3.7600e-003	1.0000e-003	2.0000e-005	1.0100e-003	0.0000	2.6757	2.6757	4.0000e-005	0.0000	2.6767
Total	1.1100e-003	2.7800e-003	8.7200e-003	4.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0600e-003	2.0000e-005	1.0700e-003	0.0000	3.5967	3.5967	1.7000e-004	0.0000	3.6009

Midway Village Project Phase 3 - Unmitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 3 - Unmitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	4.71	Acre	4.71	205,167.60	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 3 Demolition (07/10/2025-09/03/2025)
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.
Land Use - Phase 3 Demolition
Construction Phase - Phase 3 Demolition (07/10/2025-09/03/2025)
Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
753+12=765 total hauling trips
Demolition - Phase 3 Demolition totaling approximately 7,619 tons of debris.

Vehicle Emission Factors -
Vehicle Emission Factors -
Vehicle Emission Factors -
Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.
Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	20.00	40.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	753.00	765.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0447	0.4515	0.4523	1.0700e-003	0.0903	0.0172	0.1075	0.0147	0.0160	0.0307	0.0000	98.6589	98.6589	0.0232	0.0000	99.2394
Maximum	0.0447	0.4515	0.4523	1.0700e-003	0.0903	0.0172	0.1075	0.0147	0.0160	0.0307	0.0000	98.6589	98.6589	0.0232	0.0000	99.2394

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0447	0.4515	0.4523	1.0700e-003	0.0455	0.0172	0.0627	7.9400e-003	0.0160	0.0239	0.0000	98.6588	98.6588	0.0232	0.0000	99.2393
Maximum	0.0447	0.4515	0.4523	1.0700e-003	0.0455	0.0172	0.0627	7.9400e-003	0.0160	0.0239	0.0000	98.6588	98.6588	0.0232	0.0000	99.2393

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.66	0.00	41.72	46.10	0.00	22.11	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)					Maximum Mitigated ROG + NOX (tons/quarter)				
1	7-10-2025	9-30-2025	0.4946					0.4946				
		Highest	0.4946					0.4946				

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/10/2025	9/3/2025	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.71

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	765.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0815	0.0000	0.0815	0.0123	0.0000	0.0123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004		0.0171	0.0171		0.0158	0.0158	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700
Total	0.0419	0.3839	0.3884	7.8000e-004	0.0815	0.0171	0.0986	0.0123	0.0158	0.0282	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.2000e-003	0.0672	0.0598	2.8000e-004	6.4100e-003	1.3000e-004	6.5400e-003	1.7600e-003	1.3000e-004	1.8900e-003	0.0000	29.0413	29.0413	4.2100e-003	0.0000	29.1466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	2.8300e-003	0.0675	0.0639	3.0000e-004	8.7700e-003	1.4000e-004	8.9200e-003	2.3900e-003	1.4000e-004	2.5300e-003	0.0000	30.6636	30.6636	4.2300e-003	0.0000	30.7694

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0367	0.0000	0.0367	5.5500e-003	0.0000	5.5500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004		0.0171	0.0171	0.0158	0.0158	0.0158	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699
Total	0.0419	0.3839	0.3884	7.8000e-004	0.0367	0.0171	0.0537	5.5500e-003	0.0158	0.0214	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.2000e-003	0.0672	0.0598	2.8000e-004	6.4100e-003	1.3000e-004	6.5400e-003	1.7600e-003	1.3000e-004	1.8900e-003	0.0000	29.0413	29.0413	4.2100e-003	0.0000	29.1466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	2.8300e-003	0.0675	0.0639	3.0000e-004	8.7700e-003	1.4000e-004	8.9200e-003	2.3900e-003	1.4000e-004	2.5300e-003	0.0000	30.6636	30.6636	4.2300e-003	0.0000	30.7694

Midway Village Project Phase 3 - Unmitigated Construction - San Mateo County, Annual

Midway Village Project Phase 3 - Unmitigated Construction San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	76.70	1000sqft	1.76	76,700.00	0
Apartment's Low Rise	117.00	Dwelling Unit	2.54	191,197.00	335

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 3 Construction

CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label

Land Use - Phase 3 proposed development based on Project Description dated October 21, 2019.

Construction Phase - Phase 3 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 3 Demolition (07/10/2025-09/03/2025) analyzed in a separate CalEEMod run.

Off-road Equipment -

Off-road Equipment - Adjusted building construction equipment usage based on project-specific information

Off-road Equipment - Additional grading equipment included based on project-specific information

Off-road Equipment -

Trips and VMT - Hauling trips added to account for transport of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Grading - Material anticipated to be balanced on-site during Phase 3 construction.

No import or export in Phase 3 (43,092 total cubic yards of import for the project accounted for in phases 2 and 4).

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	8.00	25.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	18.00	48.00
tblConstructionPhase	NumDays	18.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	19.89	0.00
tblLandUse	LandUseSquareFeet	117,000.00	191,197.00
tblLandUse	LotAcreage	7.31	2.54
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00

tbiOffRoadEquipment	PhaseName	Grading
tbiOffRoadEquipment	PhaseName	Grading
tbiProjectCharacteristics	CO2IntensityFactor	390.65
tbiTripsAndVMT	Hauling TripNumber	32.00
tbiTripsAndVMT	Hauling TripNumber	32.00
tbiTripsAndVMT	Vendor TripNumber	4.00
tbiVehicleTrips	ST_TR	0.00
tbiVehicleTrips	SU_TR	0.00
tbiVehicleTrips	WD_TR	0.00
tbiWoodstoves	WoodstoveWoodMass	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0841	0.8158	0.7145	1.5800e-003	0.4125	0.0345	0.4469	0.2198	0.0318	0.2515	0.0000	139.4453	139.4453	0.0391	0.0000	140.4218
2026	1.5100	1.2467	1.6588	3.4900e-003	0.0923	0.0477	0.1400	0.0249	0.0449	0.0697	0.0000	310.7062	310.7062	0.0549	0.0000	312.0775
Maximum	1.5100	1.2467	1.6588	3.4900e-003	0.4125	0.0477	0.4469	0.2198	0.0449	0.2515	0.0000	310.7062	310.7062	0.0549	0.0000	312.0775

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0841	0.8158	0.7145	1.5800e-003	0.1935	0.0345	0.2280	0.1010	0.0318	0.1328	0.0000	139.4452	139.4452	0.0391	0.0000	140.4217
2026	1.5100	1.2467	1.6588	3.4900e-003	0.0923	0.0477	0.1400	0.0249	0.0449	0.0697	0.0000	310.7059	310.7059	0.0549	0.0000	312.0772
Maximum	1.5100	1.2467	1.6588	3.4900e-003	0.1935	0.0477	0.2280	0.1010	0.0449	0.1328	0.0000	310.7059	310.7059	0.0549	0.0000	312.0772

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	43.37	0.00	37.30	48.53	0.00	36.96	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)								Maximum Mitigated ROG + NOX (tons/quarter)					
1	7-10-2025	10-9-2025	0.3491								0.3491					
2	10-10-2025	1-9-2026	0.6031								0.6031					
3	1-10-2026	4-9-2026	0.4747								0.4747					
4	4-10-2026	7-9-2026	0.6001								0.6001					
5	7-10-2026	9-30-2026	1.4841								1.4841					
		Highest	1.4841								1.4841					

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	10/23/2025	5	35	
2	Grading	Grading	11/1/2025	12/5/2025	5	25	
3	Building Construction	Building Construction	12/6/2025	8/7/2026	5	175	
4	Paving	Paving	6/1/2026	8/5/2026	5	48	
5	Architectural Coating	Architectural Coating	8/18/2026	10/5/2026	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 1.76

Residential Indoor: 387,174; Residential Outdoor: 129,058; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	116.00	25.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3162	0.0000	0.3162	0.1738	0.0000	0.1738	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408
Total	0.0433	0.4416	0.3135	6.7000e-004	0.3162	0.0190	0.3352	0.1738	0.0175	0.1913	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.8100e-003	2.5000e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2148	1.2148	1.8000e-004	0.0000	1.2192
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.1700e-003	6.7700e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.9182	2.9182	2.0000e-004	0.0000	2.9232

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1423	0.0000	0.1423	0.0782	0.0000	0.0782	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407
Total	0.0433	0.4416	0.3135	6.7000e-004	0.1423	0.0190	0.1613	0.0782	0.0175	0.0957	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.8100e-003	2.5000e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2148	1.2148	1.8000e-004	0.0000	1.2192
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.1700e-003	6.7700e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.9182	2.9182	2.0000e-004	0.0000	2.9232

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0819	0.0000	0.0819	0.0421	0.0000	0.0421	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0819	0.0110	0.0929	0.0421	0.0101	0.0522	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0369	0.0000	0.0369	0.0189	0.0000	0.0189	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004		0.0110	0.0110	0.0101	0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0369	0.0110	0.0479	0.0189	0.0101	0.0291	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	0.0164	0.0102	5.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.2000e-004	2.0000e-005	4.5000e-004	0.0000	5.5469	5.5469	5.0000e-004	0.0000	5.5595
Worker	2.1900e-003	1.1900e-003	0.0142	6.0000e-005	8.2200e-003	5.0000e-005	8.2700e-003	2.1900e-003	4.0000e-005	2.2300e-003	0.0000	5.6455	5.6455	8.0000e-005	0.0000	5.6476
Total	2.7000e-003	0.0175	0.0244	1.1000e-004	9.6900e-003	7.0000e-005	9.7600e-003	2.6100e-003	6.0000e-005	2.6800e-003	0.0000	11.1924	11.1924	5.8000e-004	0.0000	11.2071

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	0.0164	0.0102	5.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.2000e-004	2.0000e-005	4.5000e-004	0.0000	5.5469	5.5469	5.0000e-004	0.0000	5.5595
Worker	2.1900e-003	1.1900e-003	0.0142	6.0000e-005	8.2200e-003	5.0000e-005	8.2700e-003	2.1900e-003	4.0000e-005	2.2300e-003	0.0000	5.6455	5.6455	8.0000e-005	0.0000	5.6476
Total	2.7000e-003	0.0175	0.0244	1.1000e-004	9.6900e-003	7.0000e-005	9.7600e-003	2.6100e-003	6.0000e-005	2.6800e-003	0.0000	11.1924	11.1924	5.8000e-004	0.0000	11.2071

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1387	0.0908	4.7000e-004	0.0128	1.9000e-004	0.0130	3.7000e-003	1.8000e-004	3.8800e-003	0.0000	47.9726	47.9726	4.4400e-003	0.0000	48.0836
Worker	0.0185	9.5700e-003	0.1163	5.3000e-004	0.0717	4.0000e-004	0.0721	0.0191	3.6000e-004	0.0194	0.0000	47.5639	47.5639	6.5000e-004	0.0000	47.5802
Total	0.0228	0.1483	0.2071	1.0000e-003	0.0845	5.9000e-004	0.0851	0.0228	5.4000e-004	0.0233	0.0000	95.5365	95.5365	5.0900e-003	0.0000	95.6638

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1387	0.0908	4.7000e-004	0.0128	1.9000e-004	0.0130	3.7000e-003	1.8000e-004	3.8800e-003	0.0000	47.9726	47.9726	4.4400e-003	0.0000	48.0836
Worker	0.0185	9.5700e-003	0.1163	5.3000e-004	0.0717	4.0000e-004	0.0721	0.0191	3.6000e-004	0.0194	0.0000	47.5639	47.5639	6.5000e-004	0.0000	47.5802
Total	0.0228	0.1483	0.2071	1.0000e-003	0.0845	5.9000e-004	0.0851	0.0228	5.4000e-004	0.0233	0.0000	95.5365	95.5365	5.0900e-003	0.0000	95.6638

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0197	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3078	39.3078	0.0124	0.0000	39.6166
Paving	2.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0220	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3078	39.3078	0.0124	0.0000	39.6166

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	9.7000e-004	5.0000e-004	6.1300e-003	3.0000e-005	3.7800e-003	2.0000e-005	3.8000e-003	1.0100e-003	2.0000e-005	1.0200e-003	0.0000	2.5072	2.5072	3.0000e-005	0.0000	2.5081
Total	1.1800e-003	7.2900e-003	0.0106	5.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1900e-003	3.0000e-005	1.2100e-003	0.0000	4.8539	4.8539	2.5000e-004	0.0000	4.8602

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0197	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3077	39.3077	0.0124	0.0000	39.6165
Paving	2.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0220	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3077	39.3077	0.0124	0.0000	39.6165

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	9.7000e-004	5.0000e-004	6.1300e-003	3.0000e-005	3.7800e-003	2.0000e-005	3.8000e-003	1.0100e-003	2.0000e-005	1.0200e-003	0.0000	2.5072	2.5072	3.0000e-005	0.0000	2.5081
Total	1.1800e-003	7.2900e-003	0.0106	5.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1900e-003	3.0000e-005	1.2100e-003	0.0000	4.8539	4.8539	2.5000e-004	0.0000	4.8602

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.3649	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.7000e-003	2.5900e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2024	1.2024	1.8000e-004	0.0000	1.2069
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2000e-004	4.2000e-004	5.1400e-003	2.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.1024	2.1024	3.0000e-005	0.0000	2.1031
Total	9.1000e-004	3.1200e-003	7.7300e-003	3.0000e-005	3.4400e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.3048	3.3048	2.1000e-004	0.0000	3.3100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.3649	0.0201	0.0317	5.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.7000e-003	2.5900e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2024	1.2024	1.8000e-004	0.0000	1.2069
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2000e-004	4.2000e-004	5.1400e-003	2.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.1024	2.1024	3.0000e-005	0.0000	2.1031
Total	9.1000e-004	3.1200e-003	7.7300e-003	3.0000e-005	3.4400e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.3048	3.3048	2.1000e-004	0.0000	3.3100

Midway Village Project Phase 4 - Unmitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 4 - Unmitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.75	Acre	3.75	163,350.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project Characteristics - Phase 4 Demolition (07/10/2025-09/03/2025)
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 4 Demolition

Construction Phase - Phase 4 Demolition (07/10/2025-09/03/2025)

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
177+12=189 total hauling trips

Demolition - Phase 4 Demolition totaling approximately 1,789 tons of debris.

Vehicle Emission Factors -
Vehicle Emission Factors -
Vehicle Emission Factors -
Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	20.00	40.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	177.00	189.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0430	0.4009	0.4072	8.6000e-004	0.0231	0.0171	0.0402	3.9600e-003	0.0159	0.0198	0.0000	76.7925	76.7925	0.0201	0.0000	77.2937
Maximum	0.0430	0.4009	0.4072	8.6000e-004	0.0231	0.0171	0.0402	3.9600e-003	0.0159	0.0198	0.0000	76.7925	76.7925	0.0201	0.0000	77.2937

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0430	0.4009	0.4072	8.6000e-004	0.0126	0.0171	0.0297	2.3700e-003	0.0159	0.0183	0.0000	76.7924	76.7924	0.0201	0.0000	77.2937
Maximum	0.0430	0.4009	0.4072	8.6000e-004	0.0126	0.0171	0.0297	2.3700e-003	0.0159	0.0183	0.0000	76.7924	76.7924	0.0201	0.0000	77.2937

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	45.60	0.00	26.20	40.15	0.00	8.01	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)								Maximum Mitigated ROG + NOX (tons/quarter)					
1	7-10-2025	9-30-2025	0.4435								0.4435					
		Highest	0.4435								0.4435					

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/10/2025	9/3/2025	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.75

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Hauling Trip Number	Worker Trip Length	Hauling Trip Length	Worker Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	189.00	7.30	LD_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0191	0.0000	0.0191	2.9000e-003	0.0000	2.9000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004		0.0171	0.0171		0.0158	0.0158	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700
Total	0.0419	0.3839	0.3884	7.8000e-004	0.0191	0.0171	0.0362	2.9000e-003	0.0158	0.0187	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.4000e-004	0.0166	0.0148	7.0000e-005	1.5800e-003	3.0000e-005	1.6200e-003	4.4000e-004	3.0000e-005	4.7000e-004	0.0000	7.1749	7.1749	1.0400e-003	0.0000	7.2009
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	1.1700e-003	0.0169	0.0189	9.0000e-005	3.9400e-003	4.0000e-005	4.0000e-003	1.0700e-003	4.0000e-005	1.1100e-003	0.0000	8.7972	8.7972	1.0600e-003	0.0000	8.8238

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6100e-003	0.0000	8.6100e-003	1.3000e-003	0.0000	1.3000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004		0.0171	0.0171	0.0158	0.0158	0.0158	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699
Total	0.0419	0.3839	0.3884	7.8000e-004	8.6100e-003	0.0171	0.0257	1.3000e-003	0.0158	0.0171	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.4000e-004	0.0166	0.0148	7.0000e-005	1.5800e-003	3.0000e-005	1.6200e-003	4.4000e-004	3.0000e-005	4.7000e-004	0.0000	7.1749	7.1749	1.0400e-003	0.0000	7.2009
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	1.1700e-003	0.0169	0.0189	9.0000e-005	3.9400e-003	4.0000e-005	4.0000e-003	1.0700e-003	4.0000e-005	1.1100e-003	0.0000	8.7972	8.7972	1.0600e-003	0.0000	8.8238

Midway Village Project Phase 4 - Unmitigated Construction (Phase 4 On-site) - San Mateo County, Annual

Midway Village Project Phase 4 - Unmitigated Construction (Phase 4 On-site)
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	38.51	1000sqft	0.88	38,510.00	0
Apartments Low Rise	141.00	Dwelling Unit	5.25	226,526.00	403

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 4 Construction (On-site Construction)
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard and PG&E's 2017 power content label.

Land Use - Phase 4 proposed on-site development based on Project Description dated October 21, 2019.
Construction Phase - Phase 4 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 4 Demolition (07/10/2025-09/03/2025) analyzed in a separate CalEEMod run.
Phase 4 On-site Construction analyzed in a separate CalEEMod run.

Off-road Equipment - Adjusted building construction equipment usage based on project-specific information

Off-road Equipment - Additional grading equipment included based on project-specific information

Trips and VMT - Additional hauling trips included to account for transport of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Grading - Approximately 30,481 cubic yards to be imported in Phase 4 (43,092 total cubic yards of import for the project anticipated; 12,611 cubic yards accounted for in Phase 2 and 30,481 cubic yards accounted for in Phase 4)

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstructionPhase	NumDays	10.00	35.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	20.00	48.00
tblConstructionPhase	NumDays	20.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	23.97	0.00
tblGrading	MaterialImported	0.00	30,481.00
tblLandUse	LandUseSquareFeet	141,000.00	226,526.00
tblLandUse	LotAcreage	8.81	5.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading

tblOffRoadEquipment	PhaseName				Grading			
tblProjectCharacteristics	CO2IntensityFactor				390.65			
tblTripsAndVMT	HaulingTripNumber				30.00			
tblTripsAndVMT	HaulingTripNumber				30.00			
tblTripsAndVMT	VendorTripNumber				4.00			
tblVehicleTrips	ST_TR				0.00			
tblVehicleTrips	SU_TR				0.00			
tblVehicleTrips	WD_TR				0.00			
tblWoodstoves	WoodstoveWoodMass				0.00			

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0950	1.1478	1.0110	2.9400e-003	0.4460	0.0351	0.4811	0.2288	0.0324	0.2612	0.0000	283.2164	283.2164	0.0599	0.0000	284.7149
2026	1.7513	1.2496	1.7024	3.5100e-003	0.0907	0.0493	0.1399	0.0244	0.0463	0.0707	0.0000	311.9785	311.9785	0.0573	0.0000	313.4116
Maximum	1.7513	1.2496	1.7024	3.5100e-003	0.4460	0.0493	0.4811	0.2288	0.0463	0.2612	0.0000	311.9785	311.9785	0.0599	0.0000	313.4116

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0950	1.1478	1.0110	2.9400e-003	0.2261	0.0351	0.2612	0.1099	0.0324	0.1423	0.0000	283.2163	283.2163	0.0599	0.0000	284.7147
2026	1.7513	1.2496	1.7024	3.5100e-003	0.0907	0.0493	0.1399	0.0244	0.0463	0.0707	0.0000	311.9782	311.9782	0.0573	0.0000	313.4113
Maximum	1.7513	1.2496	1.7024	3.5100e-003	0.2261	0.0493	0.2612	0.1099	0.0463	0.1423	0.0000	311.9782	311.9782	0.0599	0.0000	313.4113

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	40.97	0.00	35.41	46.96	0.00	35.83	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)								Maximum Mitigated ROG + NOX (tons/quarter)					
1	7-10-2025	10-9-2025	0.3490								0.3490					
2	10-10-2025	1-9-2026	0.9470								0.9470					
3	1-10-2026	4-9-2026	0.4656								0.4656					
4	4-10-2026	7-9-2026	0.6060								0.6060					
5	7-10-2026	9-30-2026	1.7077								1.7077					
		Highest	1.7077								1.7077					

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	10/23/2025	5	35	
2	Grading	Grading	11/1/2025	12/5/2025	5	25	
3	Building Construction	Building Construction	12/6/2025	8/7/2026	5	175	
4	Paving	Paving	6/1/2026	8/5/2026	5	48	
5	Architectural Coating	Architectural Coating	8/18/2026	10/5/2026	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 0.88

Residential Indoor: 458,715; Residential Outdoor: 152,905; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	3,810.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	118.00	21.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.3162	0.0000	0.3162	0.1738	0.0000	0.1738	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408
Total	0.0433	0.4416	0.3135	6.7000e-004	0.3162	0.0190	0.3352	0.1738	0.0175	0.1913	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.6400e-003	2.3500e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1389	1.1389	1.7000e-004	0.0000	1.1430
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.0000e-003	6.6200e-003	3.0000e-005	2.7300e-003	2.0000e-005	2.7500e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.8423	2.8423	1.9000e-004	0.0000	2.8470

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1423	0.0000	0.1423	0.0782	0.0000	0.0782	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190	0.0175	0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407
Total	0.0433	0.4416	0.3135	6.7000e-004	0.1423	0.0190	0.1613	0.0782	0.0175	0.0957	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.6400e-003	2.3500e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1389	1.1389	1.7000e-004	0.0000	1.1430
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.0000e-003	6.6200e-003	3.0000e-005	2.7300e-003	2.0000e-005	2.7500e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.8423	2.8423	1.9000e-004	0.0000	2.8470

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0836	0.0000	0.0836	0.0424	0.0000	0.0424	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0836	0.0110	0.0946	0.0424	0.0101	0.0525	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3347	0.2980	1.3700e-003	0.0319	6.6000e-004	0.0326	8.7700e-003	6.3000e-004	9.4000e-003	0.0000	144.6372	144.6372	0.0210	0.0000	145.1614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	0.0115	0.3350	0.3014	1.3800e-003	0.0339	6.7000e-004	0.0345	9.2900e-003	6.4000e-004	9.9300e-003	0.0000	145.9891	145.9891	0.0210	0.0000	146.5138

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0376	0.0000	0.0376	0.0191	0.0000	0.0191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0376	0.0110	0.0486	0.0191	0.0101	0.0292	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3347	0.2980	1.3700e-003	0.0319	6.6000e-004	0.0326	8.7700e-003	6.3000e-004	9.4000e-003	0.0000	144.6372	144.6372	0.0210	0.0000	145.1614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	0.0115	0.3350	0.3014	1.3800e-003	0.0339	6.7000e-004	0.0345	9.2900e-003	6.4000e-004	9.9300e-003	0.0000	145.9891	145.9891	0.0210	0.0000	146.5138

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0137	8.5700e-003	5.0000e-005	1.2300e-003	2.0000e-005	1.2500e-003	3.6000e-004	2.0000e-005	3.7000e-004	0.0000	4.6594	4.6594	4.2000e-004	0.0000	4.6700
Worker	2.2300e-003	1.2100e-003	0.0144	6.0000e-005	8.3600e-003	5.0000e-005	8.4100e-003	2.2200e-003	4.0000e-005	2.2700e-003	0.0000	5.7429	5.7429	8.0000e-005	0.0000	5.7449
Total	2.6500e-003	0.0149	0.0230	1.1000e-004	9.5900e-003	7.0000e-005	9.6600e-003	2.5800e-003	6.0000e-005	2.6400e-003	0.0000	10.4023	10.4023	5.0000e-004	0.0000	10.4149

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0137	8.5700e-003	5.0000e-005	1.2300e-003	2.0000e-005	1.2500e-003	3.6000e-004	2.0000e-005	3.7000e-004	0.0000	4.6594	4.6594	4.2000e-004	0.0000	4.6700
Worker	2.2300e-003	1.2100e-003	0.0144	6.0000e-005	8.3600e-003	5.0000e-005	8.4100e-003	2.2200e-003	4.0000e-005	2.2700e-003	0.0000	5.7429	5.7429	8.0000e-005	0.0000	5.7449
Total	2.6500e-003	0.0149	0.0230	1.1000e-004	9.5900e-003	7.0000e-005	9.6600e-003	2.5800e-003	6.0000e-005	2.6400e-003	0.0000	10.4023	10.4023	5.0000e-004	0.0000	10.4149

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1165	0.0763	4.0000e-004	0.0108	1.6000e-004	0.0109	3.1100e-003	1.5000e-004	3.2600e-003	0.0000	40.2970	40.2970	3.7300e-003	0.0000	40.3902
Worker	0.0188	9.7300e-003	0.1183	5.3000e-004	0.0729	4.0000e-004	0.0733	0.0194	3.7000e-004	0.0198	0.0000	48.3840	48.3840	6.6000e-004	0.0000	48.4005
Total	0.0224	0.1263	0.1946	9.3000e-004	0.0837	5.6000e-004	0.0842	0.0225	5.2000e-004	0.0230	0.0000	88.6810	88.6810	4.3900e-003	0.0000	88.7907

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1165	0.0763	4.0000e-004	0.0108	1.6000e-004	0.0109	3.1100e-003	1.5000e-004	3.2600e-003	0.0000	40.2970	40.2970	3.7300e-003	0.0000	40.3902
Worker	0.0188	9.7300e-003	0.1183	5.3000e-004	0.0729	4.0000e-004	0.0733	0.0194	3.7000e-004	0.0198	0.0000	48.3840	48.3840	6.6000e-004	0.0000	48.4005
Total	0.0224	0.1263	0.1946	9.3000e-004	0.0837	5.6000e-004	0.0842	0.0225	5.2000e-004	0.0230	0.0000	88.6810	88.6810	4.3900e-003	0.0000	88.7907

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0220	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4347
Paving	1.1500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0231	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4347

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	7.3000e-004	3.8000e-004	4.6000e-003	2.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	1.0000e-005	7.7000e-004	0.0000	1.8804	1.8804	3.0000e-005	0.0000	1.8811
Total	9.4000e-004	7.1700e-003	9.0400e-003	4.0000e-005	3.4600e-003	3.0000e-005	3.4900e-003	9.3000e-004	2.0000e-005	9.6000e-004	0.0000	4.2271	4.2271	2.5000e-004	0.0000	4.2332

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0220	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4346
Paving	1.1500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0231	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4346

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	7.3000e-004	3.8000e-004	4.6000e-003	2.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	1.0000e-005	7.7000e-004	0.0000	1.8804	1.8804	3.0000e-005	0.0000	1.8811
Total	9.4000e-004	7.1700e-003	9.0400e-003	4.0000e-005	3.4600e-003	3.0000e-005	3.4900e-003	9.3000e-004	2.0000e-005	9.6000e-004	0.0000	4.2271	4.2271	2.5000e-004	0.0000	4.2332

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.6056	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.5300e-003	2.4300e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1272	1.1272	1.7000e-004	0.0000	1.1314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.4000e-004	5.3600e-003	2.0000e-005	3.3100e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.1938	2.1938	3.0000e-005	0.0000	2.1946
Total	9.4000e-004	2.9700e-003	7.7900e-003	3.0000e-005	3.5600e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.3210	3.3210	2.0000e-004	0.0000	3.3260

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.6056	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr											MT/yr				
Hauling	9.0000e-005	2.5300e-003	2.4300e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1272	1.1272	1.7000e-004	0.0000	1.1314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.4000e-004	5.3600e-003	2.0000e-005	3.3100e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.1938	2.1938	3.0000e-005	0.0000	2.1946
Total	9.4000e-004	2.9700e-003	7.7900e-003	3.0000e-005	3.5600e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.3210	3.3210	2.0000e-004	0.0000	3.3260

Midway Village Project Phase 4 - Unmitigated Construction (Phase 4 Off-site Road Improvements) - San Mateo County, Annual

Midway Village Project Phase 4 - Unmitigated Construction (Phase 4 Off-site Road Improvements)
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	27.15	1000sqft	0.62	27,150.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 4 Off-site Road Improvements
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Additional roadway improvements totaling approximately 27,150 square feet.
Improvements to Schwerin St. and Martin St.

Construction Phase - Adjusted construction schedule to match applicant-provided estimated duration of 6 weeks for off-site roadway improvements.

Trips and VMT - Two additional vendor trips per day added to the paving phase to account for anticipated paving off-site trips. Additional hauling trips included to account for transport of off-road construction equipment.

Vehicle Emission Factors -
Vehicle Emission Factors -
Vehicle Emission Factors -
Energy Use -

Construction Off-road Equipment Mitigation - Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	5.00	28.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	13.00
tblTripsAndVMT	HaulingTripNumber	0.00	13.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0102	0.0810	0.1145	2.1000e-004	3.5000e-003	3.3700e-003	6.8700e-003	1.1100e-003	3.1600e-003	4.2700e-003	0.0000	17.7388	17.7388	4.3900e-003	0.0000	17.8484
Maximum	0.0102	0.0810	0.1145	2.1000e-004	3.5000e-003	3.3700e-003	6.8700e-003	1.1100e-003	3.1600e-003	4.2700e-003	0.0000	17.7388	17.7388	4.3900e-003	0.0000	17.8484

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0102	0.0810	0.1145	2.1000e-004	2.9400e-003	3.3700e-003	6.3100e-003	8.7000e-004	3.1600e-003	4.0200e-003	0.0000	17.7387	17.7387	4.3900e-003	0.0000	17.8484
Maximum	0.0102	0.0810	0.1145	2.1000e-004	2.9400e-003	3.3700e-003	6.3100e-003	8.7000e-004	3.1600e-003	4.0200e-003	0.0000	17.7387	17.7387	4.3900e-003	0.0000	17.8484

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	16.00	0.00	8.15	21.62	0.00	5.85	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-5-2025	9-30-2025	0.0546	0.0546
		Highest	0.0546	0.0546

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	9/5/2025	5	1	
2	Grading	Grading	9/6/2025	9/9/2025	5	2	
3	Paving	Paving	9/10/2025	10/17/2025	5	28	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	13.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	13.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	2.4000e-003	1.9100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.2000e-004	2.4000e-003	1.9100e-003	0.0000	2.7000e-004	8.0000e-005	3.5000e-004	3.0000e-005	8.0000e-005	1.1000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0135	0.0135	0.0000	0.0000	0.0135
Total	5.0000e-005	1.1400e-003	1.0500e-003	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5070	0.5070	7.0000e-005	0.0000	0.5088

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	2.4000e-003	1.9100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.2000e-004	2.4000e-003	1.9100e-003	0.0000	1.2000e-004	8.0000e-005	2.0000e-004	1.0000e-005	8.0000e-005	9.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0135	0.0135	0.0000	0.0000	0.0135
Total	5.0000e-005	1.1400e-003	1.0500e-003	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5070	0.5070	7.0000e-005	0.0000	0.5088

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005		2.1000e-004	2.1000e-004	2.0000e-004	2.0000e-004	2.0000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005	7.5000e-004	2.1000e-004	9.6000e-004	4.1000e-004	2.0000e-004	6.1000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541
Total	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005	2.1000e-004	2.1000e-004	2.1000e-004	2.0000e-004	2.0000e-004	2.0000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005	3.4000e-004	2.1000e-004	5.5000e-004	1.9000e-004	2.0000e-004	3.9000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541
Total	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541

3.4 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8900e-003	0.0689	0.0984	1.6000e-004	3.0600e-003	3.0600e-003	3.0600e-003	2.8600e-003	2.8600e-003	2.8600e-003	0.0000	13.1613	13.1613	3.8300e-003	0.0000	13.2571
Paving	8.1000e-004				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.7000e-003	0.0689	0.0984	1.6000e-004	3.0600e-003	3.0600e-003	3.0600e-003	2.8600e-003	2.8600e-003	2.8600e-003	0.0000	13.1613	13.1613	3.8300e-003	0.0000	13.2571

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	6.0000e-005	2.0300e-003	1.2700e-003	1.0000e-005	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.6903	0.6903	6.0000e-005	0.0000	0.6919
Worker	5.3000e-004	2.9000e-004	3.4200e-003	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.3627	1.3627	2.0000e-005	0.0000	1.3632
Total	6.3000e-004	3.4600e-003	5.7100e-003	3.0000e-005	2.2700e-003	1.0000e-005	2.3000e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	2.5465	2.5465	1.5000e-004	0.0000	2.5504

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8900e-003	0.0689	0.0984	1.6000e-004		3.0600e-003	3.0600e-003		2.8600e-003	2.8600e-003	0.0000	13.1612	13.1612	3.8300e-003	0.0000	13.2571
Paving	8.1000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.7000e-003	0.0689	0.0984	1.6000e-004		3.0600e-003	3.0600e-003		2.8600e-003	2.8600e-003	0.0000	13.1612	13.1612	3.8300e-003	0.0000	13.2571

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	6.0000e-005	2.0300e-003	1.2700e-003	1.0000e-005	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.6903	0.6903	6.0000e-005	0.0000	0.6919
Worker	5.3000e-004	2.9000e-004	3.4200e-003	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.3627	1.3627	2.0000e-005	0.0000	1.3632
Total	6.3000e-004	3.4600e-003	5.7100e-003	3.0000e-005	2.2700e-003	1.0000e-005	2.3000e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	2.5465	2.5465	1.5000e-004	0.0000	2.5504

Midway Village Project Phase 1 - Mitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 1 - Mitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.76	Acre	3.76	163,785.60	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2021

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Demolition (1/15/2021-02/01/2021) - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 1 Demolition - Demolition of San Mateo County Housing Authority offices

Construction Phase - Phase 1 Demolition (1/15/2021-02/01/2021)

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
Estimate of additional trips based on two trips per piece of equipment.
106+12=118 total hauling trips

Demolition - Phase 1 Demolition totaling approximately 1,074 tons of debris.

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP
Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	12.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	106.00	118.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2021	0.0197	0.2063	0.1392	2.9000e-004	0.0132	9.3700e-003	0.0226	2.2000e-003	8.7000e-003	0.0109	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9747
Maximum	0.0197	0.2063	0.1392	2.9000e-004	0.0132	9.3700e-003	0.0226	2.2000e-003	8.7000e-003	0.0109	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9747

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	3.5000e-003	0.0297	0.1495	2.9000e-004	6.8700e-003	4.3000e-004	7.2900e-003	1.2400e-003	4.2000e-004	1.6700e-003	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9746
Maximum	3.5000e-003	0.0297	0.1495	2.9000e-004	6.8700e-003	4.3000e-004	7.2900e-003	1.2400e-003	4.2000e-004	1.6700e-003	0.0000	25.8153	25.8153	6.3700e-003	0.0000	25.9746
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	82.25	85.60	-7.39	0.00	47.92	95.41	67.67	43.64	95.17	84.68	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-15-2021	4-14-2021	0.2424	0.0358
		Highest	0.2424	0.0358

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/15/2021	2/1/2021	5	12	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.76

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	118.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0115	0.0000	0.0115	1.7400e-003	0.0000	1.7400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0190	0.1886	0.1294	2.3000e-004		9.3100e-003	9.3100e-003	8.6500e-003	8.6500e-003	8.6500e-003	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440
Total	0.0190	0.1886	0.1294	2.3000e-004	0.0115	9.3100e-003	0.0208	1.7400e-003	8.6500e-003	0.0104	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-004	0.0176	8.2100e-003	5.0000e-005	9.9000e-004	5.0000e-005	1.0400e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	4.8459	4.8459	6.2000e-004	0.0000	4.8614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.6200e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5690	0.5690	1.0000e-005	0.0000	0.5693
Total	7.3000e-004	0.0177	9.8300e-003	6.0000e-005	1.7000e-003	5.0000e-005	1.7500e-003	4.6000e-004	5.0000e-005	5.1000e-004	0.0000	5.4149	5.4149	6.3000e-004	0.0000	5.4306

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.1700e-003	0.0000	5.1700e-003	7.8000e-004	0.0000	7.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7700e-003	0.0120	0.1397	2.3000e-004		3.7000e-004	3.7000e-004	3.7000e-004	3.7000e-004	3.7000e-004	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440
Total	2.7700e-003	0.0120	0.1397	2.3000e-004	5.1700e-003	3.7000e-004	5.5400e-003	7.8000e-004	3.7000e-004	1.1500e-003	0.0000	20.4005	20.4005	5.7400e-003	0.0000	20.5440

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.0000e-004	0.0176	8.2100e-003	5.0000e-005	9.9000e-004	5.0000e-005	1.0400e-003	2.7000e-004	5.0000e-005	3.2000e-004	0.0000	4.8459	4.8459	6.2000e-004	0.0000	4.8614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.3000e-004	1.5000e-004	1.6200e-003	1.0000e-005	7.1000e-004	0.0000	7.1000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.5690	0.5690	1.0000e-005	0.0000	0.5693
Total	7.3000e-004	0.0177	9.8300e-003	6.0000e-005	1.7000e-003	5.0000e-005	1.7500e-003	4.6000e-004	5.0000e-005	5.1000e-004	0.0000	5.4149	5.4149	6.3000e-004	0.0000	5.4306

Midway Village Project Phase 1 - Mitigated Construction - San Mateo County, Annual

Midway Village Project Phase 1 - Mitigated Construction
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	99.91	1000sqft	2.29	99,910.00	0
Apartments Low Rise	149.00	Dwelling Unit	1.47	310,612.00	426

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2021

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 1 Construction - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Phase 1 proposed development based on Project Description dated October 21, 2019.

Construction Phase - Phase 1 conceptual construction schedule consistent with Project Description dated October 21, 2019.

Phase 1 Demolition (1/15/2021-02/01/2021) analyzed in a separate CalEEMod run.

Off-road Equipment -

Off-road Equipment - Adjusted building construction equipment usage based on project-specific information.

Off-road Equipment -

Off-road Equipment - Additional grading equipment included based on project-specific information.

Off-road Equipment -

Trips and VMT - Additional hauling trips included to account for off-site trips associated with transport of construction equipment. Additional vendor trips added to the paving phase to account for anticipated paving off-site trips.

Demolition - Demolition associated with Phase 1 analyzed in a separate CalEEMod run.

Grading - Material anticipated to be balanced on-site during Phase 1 construction.

No import or export in Phase 1 (43,092 total cubic yards of import for the project accounted for in phases 2 and 4).

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP

Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	20.00
tblConstructionPhase	NumDays	8.00	15.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	18.00	23.00
tblConstructionPhase	NumDays	18.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	25.33	0.00
tblLandUse	LandUseSquareFeet	149,000.00	310,612.00
tblLandUse	LotAcreage	9.31	1.47
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	32.00
tblTripsAndVMT	HaulingTripNumber	0.00	32.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	7.16	0.00

tbVehicleTrips	SU_TR	6.07	0.00
tbVehicleTrips	WD_TR	6.59	0.00
tbWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	2.4850	2.5004	2.2011	4.8400e-003	0.3601	0.1168	0.4768	0.1597	0.1093	0.2689	0.0000	432.8765	432.8765	0.0766	0.0000	434.7919
Maximum	2.4850	2.5004	2.2011	4.8400e-003	0.3601	0.1168	0.4768	0.1597	0.1093	0.2689	0.0000	432.8765	432.8765	0.0766	0.0000	434.7919

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	2.3168	0.6131	2.3394	4.8400e-003	0.2337	0.0126	0.2463	0.0912	0.0125	0.1037	0.0000	432.8762	432.8762	0.0766	0.0000	434.7915
Maximum	2.3168	0.6131	2.3394	4.8400e-003	0.2337	0.0126	0.2463	0.0912	0.0125	0.1037	0.0000	432.8762	432.8762	0.0766	0.0000	434.7915

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.77	75.48	-6.28	0.00	35.10	89.22	48.35	42.91	88.55	61.46	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOx (tons/quarter)				Maximum Mitigated ROG + NOx (tons/quarter)			
1	1-15-2021	4-14-2021	0.8839				0.1112			
2	4-15-2021	7-14-2021	0.7621				0.2448			
3	7-15-2021	9-30-2021	0.6850				0.2162			
		Highest	0.8839				0.2448			

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/2/2021	3/1/2021	5	20	
2	Grading	Grading	3/2/2021	3/22/2021	5	15	
3	Building Construction	Building Construction	3/23/2021	11/22/2021	5	175	
4	Paving	Paving	7/1/2021	8/2/2021	5	23	
5	Architectural Coating	Architectural Coating	11/2/2021	12/20/2021	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 7.5

Acres of Paving: 2.29

Residential Indoor: 628,989; Residential Outdoor: 209,663; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	149.00	32.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	30.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment
Water Exposed Area
Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061
Total	0.0389	0.4050	0.2115	3.8000e-004	0.1807	0.0204	0.2011	0.0993	0.0188	0.1181	0.0000	33.4357	33.4357	0.0108	0.0000	33.7061

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.2300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1380	1.1380	2.0000e-005	0.0000	1.1385
Total	6.0000e-004	5.0600e-003	5.4600e-003	2.0000e-005	1.6900e-003	2.0000e-005	1.7100e-003	4.5000e-004	2.0000e-005	4.8000e-004	0.0000	2.4521	2.4521	1.9000e-004	0.0000	2.4568

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.6600e-003	0.0202	0.2087	3.8000e-004	6.2000e-004	6.2000e-004	6.2000e-004	6.2000e-004	6.2000e-004	6.2000e-004	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	4.6600e-003	0.0202	0.2087	3.8000e-004	0.0813	6.2000e-004	0.0819	0.0447	6.2000e-004	0.0453	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.6000e-004	3.0000e-004	3.2300e-003	1.0000e-005	1.4200e-003	1.0000e-005	1.4300e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1380	1.1380	2.0000e-005	0.0000	1.1385
Total	6.0000e-004	5.0600e-003	5.4600e-003	2.0000e-005	1.6900e-003	2.0000e-005	1.7100e-003	4.5000e-004	2.0000e-005	4.8000e-004	0.0000	2.4521	2.4521	1.9000e-004	0.0000	2.4568

3.3 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0220	0.2345	0.1540	3.2000e-004	0.0113	0.0113	0.0113	0.0104	0.0104	0.0104	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963
Total	0.0220	0.2345	0.1540	3.2000e-004	0.0491	0.0113	0.0604	0.0253	0.0104	0.0357	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488
Total	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0221	0.0000	0.0221	0.0114	0.0000	0.0114	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9100e-003	0.0169	0.1844	3.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	5.2000e-004	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963
Total	3.9100e-003	0.0169	0.1844	3.2000e-004	0.0221	5.2000e-004	0.0226	0.0114	5.2000e-004	0.0119	0.0000	27.9702	27.9702	9.0500e-003	0.0000	28.1963

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488
Total	3.8000e-004	2.5000e-004	2.7000e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	0.9483	0.9483	2.0000e-005	0.0000	0.9488

3.4 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7832	181.7832	0.0421	0.0000	182.8367
Total	0.1520	1.3802	1.2773	2.1200e-003		0.0753	0.0753		0.0710	0.0710	0.0000	181.7832	181.7832	0.0421	0.0000	182.8367

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9400e-003	0.2916	0.1252	7.3000e-004	0.0183	6.7000e-004	0.0189	5.2800e-003	6.4000e-004	5.9200e-003	0.0000	73.2769	73.2769	6.3300e-003	0.0000	73.4352
Worker	0.0332	0.0216	0.2343	9.1000e-004	0.1026	6.2000e-004	0.1033	0.0273	5.8000e-004	0.0279	0.0000	82.4245	82.4245	1.5000e-003	0.0000	82.4619
Total	0.0422	0.3132	0.3594	1.6400e-003	0.1209	1.2900e-003	0.1222	0.0326	1.2200e-003	0.0338	0.0000	155.7014	155.7014	7.8300e-003	0.0000	155.8971

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0484	0.2271	1.3679	2.1200e-003		9.4100e-003	9.4100e-003		9.4100e-003	9.4100e-003	0.0000	181.7830	181.7830	0.0421	0.0000	182.8365
Total	0.0484	0.2271	1.3679	2.1200e-003		9.4100e-003	9.4100e-003		9.4100e-003	9.4100e-003	0.0000	181.7830	181.7830	0.0421	0.0000	182.8365

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.9400e-003	0.2916	0.1252	7.3000e-004	0.0183	6.7000e-004	0.0189	5.2800e-003	6.4000e-004	5.9200e-003	0.0000	73.2769	73.2769	6.3300e-003	0.0000	73.4352
Worker	0.0332	0.0216	0.2343	9.1000e-004	0.1026	6.2000e-004	0.1033	0.0273	5.8000e-004	0.0279	0.0000	82.4245	82.4245	1.5000e-003	0.0000	82.4619
Total	0.0422	0.3132	0.3594	1.6400e-003	0.1209	1.2900e-003	0.1222	0.0326	1.2200e-003	0.0338	0.0000	155.7014	155.7014	7.8300e-003	0.0000	155.8971

3.5 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003	6.1400e-003	0.0000	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741
Paving	3.0000e-003					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0156	0.1247	0.1410	2.2000e-004		6.6600e-003	6.6600e-003	6.1400e-003	0.0000	6.1400e-003	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.7900e-003	2.0600e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2038	1.2038	1.0000e-004	0.0000	1.2064
Worker	5.9000e-004	3.8000e-004	4.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4541	1.4541	3.0000e-005	0.0000	1.4547
Total	7.4000e-004	5.1700e-003	6.1900e-003	3.0000e-005	2.1100e-003	2.0000e-005	2.1300e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.6579	2.6579	1.3000e-004	0.0000	2.6612

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.5400e-003	0.0173	0.1609	2.2000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741
Paving	3.0000e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.5400e-003	0.0173	0.1609	2.2000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	5.8000e-004	0.0000	18.8262	18.8262	5.9200e-003	0.0000	18.9741

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5000e-004	4.7900e-003	2.0600e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.2038	1.2038	1.0000e-004	0.0000	1.2064
Worker	5.9000e-004	3.8000e-004	4.1300e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4541	1.4541	3.0000e-005	0.0000	1.4547
Total	7.4000e-004	5.1700e-003	6.1900e-003	3.0000e-005	2.1100e-003	2.0000e-005	2.1300e-003	5.7000e-004	2.0000e-005	5.9000e-004	0.0000	2.6579	2.6579	1.3000e-004	0.0000	2.6612

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.8300e-003	0.0267	0.0318	5.0000e-005	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	2.2112	0.0267	0.0318	5.0000e-005	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	1.6500e-003	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	8.7000e-004	9.4300e-003	4.0000e-005	4.1300e-003	3.0000e-005	4.1600e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.3191	3.3191	6.0000e-005	0.0000	3.3206
Total	1.4800e-003	5.6300e-003	0.0117	5.0000e-005	4.4000e-003	4.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2100e-003	0.0000	4.6333	4.6333	2.3000e-004	0.0000	4.6390

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	2.2074					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.200e-004	2.2500e-003	0.0321	5.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759
Total	2.2079	2.2500e-003	0.0321	5.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	3.1000e-004	0.0000	4.4759

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-004	4.7600e-003	2.2300e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.8000e-004	7.0000e-005	1.0000e-005	9.0000e-005	0.0000	1.3141	1.3141	1.7000e-004	0.0000	1.3183
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3400e-003	8.7000e-004	9.4300e-003	4.0000e-005	4.1300e-003	3.0000e-005	4.1600e-003	1.1000e-003	2.0000e-005	1.1200e-003	0.0000	3.3191	3.3191	6.0000e-005	0.0000	3.3206
Total	1.4800e-003	5.6300e-003	0.0117	5.0000e-005	4.4000e-003	4.0000e-005	4.4400e-003	1.1700e-003	3.0000e-005	1.2100e-003	0.0000	4.6333	4.6333	2.3000e-004	0.0000	4.6390

Midway Village Project Phase 2 - Mitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 2 - Mitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	4.05	Acre	4.05	176,418.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2023

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project Characteristics - Phase 2 Demolition (09/01/2023-10/05/2023) - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard and PG&E's 2017 power content label.

Land Use - Phase 2 Demolition

Construction Phase - Phase 2 Demolition (09/01/2023-10/05/2023)

Demolition - Phase 2 Demolition totaling approximately 4,644 tons of debris.

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP
Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
459+12=471 total hauling trips

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	25.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	Hauling TripNumber	459.00	471.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2023	0.0302	0.3137	0.2826	6.7000e-004	0.0551	0.0126	0.0677	9.0000e-003	0.0117	0.0207	0.0000	61.8621	61.8621	0.0144	0.0000	62.2227
Maximum	0.0302	0.3137	0.2826	6.7000e-004	0.0551	0.0126	0.0677	9.0000e-003	0.0117	0.0207	0.0000	61.8621	61.8621	0.0144	0.0000	62.2227

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	7.6000e-003	0.0702	0.3281	6.7000e-004	0.0278	8.7000e-004	0.0287	4.8600e-003	8.6000e-004	5.7200e-003	0.0000	61.8621	61.8621	0.0144	0.0000	62.2226
Maximum	7.6000e-003	0.0702	0.3281	6.7000e-004	0.0278	8.7000e-004	0.0287	4.8600e-003	8.6000e-004	5.7200e-003	0.0000	61.8621	61.8621	0.0144	0.0000	62.2226
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	74.82	77.64	-16.08	0.00	49.59	93.08	57.66	46.00	92.64	72.35	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/1/2023	10/5/2023	5	25	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.05

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	471.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Fugitive Dust					0.0497	0.0000	0.0497	7.5200e-003	0.0000	7.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0284	0.2686	0.2455	4.9000e-004		0.0125	0.0125	0.0116	0.0116	0.0116	0.0000	42.4901	42.4901	0.0119	0.0000	42.7876
Total	0.0284	0.2686	0.2455	4.9000e-004	0.0497	0.0125	0.0622	7.5200e-003	0.0116	0.0191	0.0000	42.4901	42.4901	0.0119	0.0000	42.7876

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Hauling	1.3900e-003	0.0449	0.0342	1.7000e-004	3.9400e-003	9.0000e-005	4.0300e-003	1.0800e-003	8.0000e-005	1.1700e-003	0.0000	18.2731	18.2731	2.5000e-003	0.0000	18.3357
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9200e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4800e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.0989	1.0989	2.0000e-005	0.0000	1.0994
Total	1.8200e-003	0.0451	0.0371	1.8000e-004	5.4200e-003	1.0000e-004	5.5100e-003	1.4700e-003	9.0000e-005	1.5700e-003	0.0000	19.3721	19.3721	2.5200e-003	0.0000	19.4351

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0224	0.0000	0.0224	3.3900e-003	0.0000	3.3900e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7800e-003	0.0250	0.2910	4.9000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004	0.0000	42.4900	42.4900	0.0119	0.0000	42.7875
Total	5.7800e-003	0.0250	0.2910	4.9000e-004	0.0224	7.7000e-004	0.0231	3.3900e-003	7.7000e-004	4.1600e-003	0.0000	42.4900	42.4900	0.0119	0.0000	42.7875

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3900e-003	0.0449	0.0342	1.7000e-004	3.9400e-003	9.0000e-005	4.0300e-003	1.0800e-003	8.0000e-005	1.1700e-003	0.0000	18.2731	18.2731	2.5000e-003	0.0000	18.3357
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	2.5000e-004	2.9200e-003	1.0000e-005	1.4800e-003	1.0000e-005	1.4800e-003	3.9000e-004	1.0000e-005	4.0000e-004	0.0000	1.0989	1.0989	2.0000e-005	0.0000	1.0994
Total	1.8200e-003	0.0451	0.0371	1.8000e-004	5.4200e-003	1.0000e-004	5.5100e-003	1.4700e-003	9.0000e-005	1.5700e-003	0.0000	19.3721	19.3721	2.5200e-003	0.0000	19.4351

Midway Village Project Phase 2 - Mitigated Construction - San Mateo County, Annual

Midway Village Project Phase 2 - Mitigated Construction
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	48.52	1000sqft	1.11	48,525.00	0
Apartments Low Rise	148.00	Dwelling Unit	1.54	153,265.00	423

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2024

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 2 Construction - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.
Land Use - Phase 2 proposed development based on Project Description dated October 21, 2019.
Construction Phase - Phase 2 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 2 Demolition (09/01/2023-10/05/2023) analyzed in a separate CalEEMod run.
Off-road Equipment -
Off-road Equipment -
Off-road Equipment -

Off-road Equipment - Additional grading equipment included based on project-specific information

Off-road Equipment -

Trips and VMT - Additional hauling trips to account for transport of construction equipment based on two (2) trips per piece of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Demolition - Demolition associated with Phase 2 analyzed in a separate CalEEMod run.

Grading - Approximately 12,611 cubic yards to be imported in Phase 2 (43,092 total cubic yards of import for the project anticipated; 12,611 cubic yards in Phase 2 and 30,481 cubic yards in Phase 4)

Architectural Coating -

Vehicle Trips - Construction run only

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - Construction run only

Area Coating -

Energy Use -

Water And Wastewater -

Solid Waste -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP

Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Area Mitigation -

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00

tblLandUse	LandUseSquareFeet	148,000.00	153,265.00
tblLandUse	LotAcreage	9.25	1.54
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	24.00
tblTripsAndVMT	HaulingTripNumber	0.00	24.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0469	0.5731	0.4323	1.3800e-003	0.0953	0.0175	0.1128	0.0349	0.0162	0.0511	0.0000	130.7923	130.7923	0.0277	0.0000	131.4851
2024	1.2524	1.2591	1.5058	3.3000e-003	0.0915	0.0483	0.1397	0.0246	0.0460	0.0706	0.0000	287.9446	287.9446	0.0424	0.0000	289.0041
Maximum	1.2524	1.2591	1.5058	3.3000e-003	0.0953	0.0483	0.1397	0.0349	0.0460	0.0706	0.0000	287.9446	287.9446	0.0424	0.0000	289.0041

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0180	0.2137	0.5017	1.3800e-003	0.0538	2.1100e-003	0.0559	0.0187	2.0900e-003	0.0208	0.0000	130.7922	130.7922	0.0277	0.0000	131.4850
2024	1.1886	0.5440	1.6320	3.3000e-003	0.0915	0.0139	0.1053	0.0246	0.0138	0.0385	0.0000	287.9444	287.9444	0.0424	0.0000	289.0039
Maximum	1.1886	0.5440	1.6320	3.3000e-003	0.0915	0.0139	0.1053	0.0246	0.0138	0.0385	0.0000	287.9444	287.9444	0.0424	0.0000	289.0039

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.13	58.64	-10.09	0.00	22.22	75.71	36.16	27.22	74.43	51.37	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)					Maximum Mitigated ROG + NOX (tons/quarter)				
1	9-1-2023	11-30-2023	0.2933					0.0639				
2	12-1-2023	2-29-2024	0.6995					0.3524				
3	3-1-2024	5-31-2024	0.5485					0.2687				
4	6-1-2024	8-31-2024	1.0931					0.7870				
5	9-1-2024	9-30-2024	0.5260					0.5149				
		Highest	1.0931					0.7870				

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	10/15/2023	11/22/2023	5	28	
2	Grading	Grading	11/26/2023	12/18/2023	5	16	
3	Building Construction	Building Construction	12/20/2023	7/23/2024	5	155	
4	Paving	Paving	6/1/2024	7/20/2024	5	35	
5	Architectural Coating	Architectural Coating	8/3/2024	9/25/2024	5	38	

Acres of Grading (Site Preparation Phase): 42

Acres of Grading (Grading Phase): 8

Acres of Paving: 1.11

Residential Indoor: 310,362; Residential Outdoor: 103,454; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	24.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,576.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	127.00	24.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	25.00	0.00	24.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Fugitive Dust					0.0223	0.0000	0.0223	2.4000e-003	0.0000	2.4000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1999	0.1370	3.4000e-004		7.5900e-003	7.5900e-003		6.9800e-003	6.9800e-003	0.0000	30.1622	30.1622	9.7600e-003	0.0000	30.4060
Total	0.0182	0.1999	0.1370	3.4000e-004	0.0223	7.5900e-003	0.0299	2.4000e-003	6.9800e-003	9.3800e-003	0.0000	30.1622	30.1622	9.7600e-003	0.0000	30.4060

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	7.0000e-005	2.2900e-003	1.7400e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9311	0.9311	1.3000e-004	0.0000	0.9343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.5000e-004	1.7400e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6564	0.6564	1.0000e-005	0.0000	0.6567
Total	3.3000e-004	2.4400e-003	3.4800e-003	2.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	0.0000	3.0000e-004	0.0000	1.5875	1.5875	1.4000e-004	0.0000	1.5910

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0100	0.0000	0.0100	1.0800e-003	0.0000	1.0800e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2100e-003	0.0183	0.1660	3.4000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	5.6000e-004	0.0000	30.1621	30.1621	9.7600e-003	0.0000	30.4060
Total	4.2100e-003	0.0183	0.1660	3.4000e-004	0.0100	5.6000e-004	0.0106	1.0800e-003	5.6000e-004	1.6400e-003	0.0000	30.1621	30.1621	9.7600e-003	0.0000	30.4060

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	2.2900e-003	1.7400e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9311	0.9311	1.3000e-004	0.0000	0.9343
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	1.5000e-004	1.7400e-003	1.0000e-005	8.8000e-004	1.0000e-005	8.9000e-004	2.3000e-004	0.0000	2.4000e-004	0.0000	0.6564	0.6564	1.0000e-005	0.0000	0.6567
Total	3.3000e-004	2.4400e-003	3.4800e-003	2.0000e-005	1.0800e-003	1.0000e-005	1.1000e-003	2.9000e-004	0.0000	3.0000e-004	0.0000	1.5875	1.5875	1.4000e-004	0.0000	1.5910

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0531	0.0000	0.0531	0.0271	0.0000	0.0271	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0152	0.1579	0.1066	2.7000e-004	7.1600e-003	7.1600e-003	7.1600e-003	6.5800e-003	6.5800e-003	6.5800e-003	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913
Total	0.0152	0.1579	0.1066	2.7000e-004	0.0531	7.1600e-003	0.0603	0.0271	6.5800e-003	0.0336	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6400e-003	0.1501	0.1144	5.9000e-004	0.0132	3.0000e-004	0.0135	3.6300e-003	2.8000e-004	3.9100e-003	0.0000	61.1432	61.1432	8.3800e-003	0.0000	61.3526
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.6000e-004	1.8700e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7033	0.7033	1.0000e-005	0.0000	0.7036
Total	4.9100e-003	0.1503	0.1163	6.0000e-004	0.0141	3.1000e-004	0.0144	3.8800e-003	2.9000e-004	4.1700e-003	0.0000	61.8465	61.8465	8.3900e-003	0.0000	62.0562

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0239	0.0000	0.0239	0.0122	0.0000	0.0122	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.2800e-003	0.0142	0.1419	2.7000e-004	4.4000e-004	4.4000e-004	4.4000e-004	4.4000e-004	4.4000e-004	4.4000e-004	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913
Total	3.2800e-003	0.0142	0.1419	2.7000e-004	0.0239	4.4000e-004	0.0244	0.0122	4.4000e-004	0.0126	0.0000	23.5013	23.5013	7.6000e-003	0.0000	23.6913

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.6400e-003	0.1501	0.1144	5.9000e-004	0.0132	3.0000e-004	0.0135	3.6300e-003	2.8000e-004	3.9100e-003	0.0000	61.1432	61.1432	8.3800e-003	0.0000	61.3526
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	1.6000e-004	1.8700e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.5000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7033	0.7033	1.0000e-005	0.0000	0.7036
Total	4.9100e-003	0.1503	0.1163	6.0000e-004	0.0141	3.1000e-004	0.0144	3.8800e-003	2.9000e-004	4.1700e-003	0.0000	61.8465	61.8465	8.3900e-003	0.0000	62.0562

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003		2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474
Total	6.8500e-003	0.0545	0.0569	1.0000e-004		2.4500e-003	2.4500e-003		2.3500e-003	2.3500e-003	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	7.3800e-003	4.2200e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.4094	2.4094	2.1000e-004	0.0000	2.4147
Worker	1.1600e-003	6.9000e-004	7.9100e-003	3.0000e-005	4.0000e-003	2.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	2.9774	2.9774	5.0000e-005	0.0000	2.9786
Total	1.3900e-003	8.0700e-003	0.0121	5.0000e-005	4.6300e-003	3.0000e-005	4.6600e-003	1.2400e-003	3.0000e-005	1.2800e-003	0.0000	5.3867	5.3867	2.6000e-004	0.0000	5.3932

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8500e-003	0.0205	0.0619	1.0000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474
Total	3.8500e-003	0.0205	0.0619	1.0000e-004		7.7000e-004	7.7000e-004		7.7000e-004	7.7000e-004	0.0000	8.3081	8.3081	1.5700e-003	0.0000	8.3474

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	7.3800e-003	4.2200e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.4094	2.4094	2.1000e-004	0.0000	2.4147
Worker	1.1600e-003	6.9000e-004	7.9100e-003	3.0000e-005	4.0000e-003	2.0000e-005	4.0200e-003	1.0600e-003	2.0000e-005	1.0900e-003	0.0000	2.9774	2.9774	5.0000e-005	0.0000	2.9786
Total	1.3900e-003	8.0700e-003	0.0121	5.0000e-005	4.6300e-003	3.0000e-005	4.6600e-003	1.2400e-003	3.0000e-005	1.2800e-003	0.0000	5.3867	5.3867	2.6000e-004	0.0000	5.3932

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6697	152.6697	0.0284	0.0000	153.3806
Total	0.1174	0.9425	1.0364	1.8400e-003		0.0396	0.0396		0.0379	0.0379	0.0000	152.6697	152.6697	0.0284	0.0000	153.3806

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0700e-003	0.1318	0.0787	4.4000e-004	0.0115	1.8000e-004	0.0117	3.3300e-003	1.7000e-004	3.5000e-003	0.0000	43.8750	43.8750	3.9300e-003	0.0000	43.9732
Worker	0.0204	0.0116	0.1358	5.8000e-004	0.0735	4.3000e-004	0.0739	0.0196	3.9000e-004	0.0200	0.0000	52.5816	52.5816	7.9000e-004	0.0000	52.6014
Total	0.0245	0.1433	0.2145	1.0200e-003	0.0850	6.1000e-004	0.0856	0.0229	5.6000e-004	0.0235	0.0000	96.4565	96.4565	4.7200e-003	0.0000	96.5746

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0666	0.3676	1.1346	1.8400e-003		0.0124	0.0124		0.0124	0.0124	0.0000	152.6696	152.6696	0.0284	0.0000	153.3804
Total	0.0666	0.3676	1.1346	1.8400e-003		0.0124	0.0124		0.0124	0.0124	0.0000	152.6696	152.6696	0.0284	0.0000	153.3804

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0700e-003	0.1318	0.0787	4.4000e-004	0.0115	1.8000e-004	0.0117	3.3300e-003	1.7000e-004	3.5000e-003	0.0000	43.8750	43.8750	3.9300e-003	0.0000	43.9732
Worker	0.0204	0.0116	0.1358	5.8000e-004	0.0735	4.3000e-004	0.0739	0.0196	3.9000e-004	0.0200	0.0000	52.5816	52.5816	7.9000e-004	0.0000	52.6014
Total	0.0245	0.1433	0.2145	1.0200e-003	0.0850	6.1000e-004	0.0856	0.0229	5.6000e-004	0.0235	0.0000	96.4565	96.4565	4.7200e-003	0.0000	96.5746

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0147	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658
Paving	1.4500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0162	0.1418	0.2049	3.1000e-004		6.9200e-003	6.9200e-003		6.3900e-003	6.3900e-003	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.2300e-003	3.1200e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.7411	1.7411	1.6000e-004	0.0000	1.7450
Worker	5.7000e-004	3.2000e-004	3.8200e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.4787	1.4787	2.0000e-005	0.0000	1.4792
Total	7.3000e-004	5.5500e-003	6.9400e-003	4.0000e-005	2.5300e-003	2.0000e-005	2.5400e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	3.2197	3.2197	1.8000e-004	0.0000	3.2242

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.7100e-003	0.0224	0.2324	3.1000e-004	7.4000e-004	0.0000	7.4000e-004	7.4000e-004	0.0000	7.4000e-004	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658
Paving	1.4500e-003				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.1600e-003	0.0224	0.2324	3.1000e-004	7.4000e-004	0.0000	7.4000e-004	7.4000e-004	0.0000	7.4000e-004	0.0000	27.1507	27.1507	8.6000e-003	0.0000	27.3658

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6000e-004	5.2300e-003	3.1200e-003	2.0000e-005	4.6000e-004	1.0000e-005	4.6000e-004	1.3000e-004	1.0000e-005	1.4000e-004	0.0000	1.7411	1.7411	1.6000e-004	0.0000	1.7450
Worker	5.7000e-004	3.2000e-004	3.8200e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0800e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.4787	1.4787	2.0000e-005	0.0000	1.4792
Total	7.3000e-004	5.5500e-003	6.9400e-003	4.0000e-005	2.5300e-003	2.0000e-005	2.5400e-003	6.8000e-004	2.0000e-005	7.0000e-004	0.0000	3.2197	3.2197	1.8000e-004	0.0000	3.2242

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Archit. Coating	1.0890					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4300e-003	0.0232	0.0344	6.0000e-005	1.1600e-003	1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580
Total	1.0925	0.0232	0.0344	6.0000e-005	1.1600e-003	1.1600e-003	1.1600e-003		1.1600e-003	1.1600e-003	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Hauling	7.0000e-005	2.1900e-003	1.8100e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9210	0.9210	1.3000e-004	0.0000	0.9242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	5.9000e-004	6.9100e-003	3.0000e-005	3.7400e-003	2.0000e-005	3.7600e-003	1.0000e-003	2.0000e-005	1.0100e-003	0.0000	2.6757	2.6757	4.0000e-005	0.0000	2.6767
Total	1.1100e-003	2.7800e-003	8.7200e-003	4.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0600e-003	2.0000e-005	1.0700e-003	0.0000	3.5967	3.5967	1.7000e-004	0.0000	3.6009

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Archit. Coating	1.0890					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.6000e-004	2.4500e-003	0.0348	6.0000e-005	8.0000e-005	8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580
Total	1.0896	2.4500e-003	0.0348	6.0000e-005	8.0000e-005	8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	4.8512	4.8512	2.7000e-004	0.0000	4.8580

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr											MT/yr				
Hauling	7.0000e-005	2.1900e-003	1.8100e-003	1.0000e-005	2.0000e-004	0.0000	2.1000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.9210	0.9210	1.3000e-004	0.0000	0.9242
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0400e-003	5.9000e-004	6.9100e-003	3.0000e-005	3.7400e-003	2.0000e-005	3.7600e-003	1.0000e-003	2.0000e-005	1.0100e-003	0.0000	2.6757	2.6757	4.0000e-005	0.0000	2.6767
Total	1.1100e-003	2.7800e-003	8.7200e-003	4.0000e-005	3.9400e-003	2.0000e-005	3.9700e-003	1.0600e-003	2.0000e-005	1.0700e-003	0.0000	3.5967	3.5967	1.7000e-004	0.0000	3.6009

Midway Village Project Phase 3 - Mitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 3 - Mitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	4.71	Acre	4.71	205,167.60	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 3 Demolition (07/10/2025-09/03/2025) - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard and PG&E's 2017 power content label.

Land Use - Phase 3 Demolition

Construction Phase - Phase 3 Demolition (07/10/2025-09/03/2025)

Demolition - Phase 3 Demolition totaling approximately 7,619 tons of debris.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP
Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Fleet Mix -

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
753+12=765 total hauling trips

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	40.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	753.00	765.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr											MT/yr				
2025	0.0447	0.4515	0.4523	1.0700e-003	0.0903	0.0172	0.1075	0.0147	0.0160	0.0307	0.0000	98.6589	98.6589	0.0232	0.0000	99.2394
Maximum	0.0447	0.4515	0.4523	1.0700e-003	0.0903	0.0172	0.1075	0.0147	0.0160	0.0307	0.0000	98.6589	98.6589	0.0232	0.0000	99.2394

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0121	0.1076	0.5295	1.0700e-003	0.0455	1.3800e-003	0.0468	7.9400e-003	1.3700e-003	9.3200e-003	0.0000	98.6588	98.6588	0.0232	0.0000	99.2393
Maximum	0.0121	0.1076	0.5295	1.0700e-003	0.0455	1.3800e-003	0.0468	7.9400e-003	1.3700e-003	9.3200e-003	0.0000	98.6588	98.6588	0.0232	0.0000	99.2393
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	72.96	76.17	-17.08	0.00	49.66	91.98	56.43	46.10	91.43	69.65	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-10-2025	9-30-2025	0.4946	0.1181
		Highest	0.4946	0.1181

Mitigated Operational

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/10/2025	9/3/2025	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 4.71

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	765.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Fugitive Dust					0.0815	0.0000	0.0815	0.0123	0.0000	0.0123	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004	0.0171	0.0171	0.0171	0.0158	0.0158	0.0158	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700
Total	0.0419	0.3839	0.3884	7.8000e-004	0.0815	0.0171	0.0986	0.0123	0.0158	0.0282	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.2000e-003	0.0672	0.0598	2.8000e-004	6.4100e-003	1.3000e-004	6.5400e-003	1.7600e-003	1.3000e-004	1.8900e-003	0.0000	29.0413	29.0413	4.2100e-003	0.0000	29.1466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	2.8300e-003	0.0675	0.0639	3.0000e-004	8.7700e-003	1.4000e-004	8.9200e-003	2.3900e-003	1.4000e-004	2.5300e-003	0.0000	30.6636	30.6636	4.2300e-003	0.0000	30.7694

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0367	0.0000	0.0367	5.5500e-003	0.0000	5.5500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2500e-003	0.0401	0.4656	7.8000e-004	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699
Total	9.2500e-003	0.0401	0.4656	7.8000e-004	0.0367	1.2300e-003	0.0379	5.5500e-003	1.2300e-003	6.7800e-003	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.2000e-003	0.0672	0.0598	2.8000e-004	6.4100e-003	1.3000e-004	6.5400e-003	1.7600e-003	1.3000e-004	1.8900e-003	0.0000	29.0413	29.0413	4.2100e-003	0.0000	29.1466
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	2.8300e-003	0.0675	0.0639	3.0000e-004	8.7700e-003	1.4000e-004	8.9200e-003	2.3900e-003	1.4000e-004	2.5300e-003	0.0000	30.6636	30.6636	4.2300e-003	0.0000	30.7694

Midway Village Project Phase 3 - Mitigated Construction - San Mateo County, Annual

Midway Village Project Phase 3 - Mitigated Construction
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	76.70	1000sqft	1.76	76,700.00	0
Apartments Low Rise	117.00	Dwelling Unit	2.54	191,197.00	335

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 3 Construction - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label

Land Use - Phase 3 proposed development based on Project Description dated October 21, 2019.
Construction Phase - Phase 3 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 3 Demolition (07/10/2025-09/03/2025) analyzed in a separate CalEEMod run.

Off-road Equipment -

Off-road Equipment - Adjusted building construction equipment usage based on project-specific information

Off-road Equipment - Additional grading equipment included based on project-specific information

Off-road Equipment -

Trips and VMT - Hauling trips added to account for transport of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Grading - Material anticipated to be balanced on-site during Phase 3 construction.

No import or export in Phase 3 (43,092 total cubic yards of import for the project accounted for in phases 2 and 4).

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP

Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	35.00
tblConstructionPhase	NumDays	8.00	25.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	18.00	48.00
tblConstructionPhase	NumDays	18.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	19.89	0.00
tblLandUse	LandUseSquareFeet	117,000.00	191,197.00
tblLandUse	LotAcreage	7.31	2.54
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	32.00
tblTripsAndVMT	HaulingTripNumber	0.00	32.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0841	0.8158	0.7145	1.5800e-003	0.4125	0.0345	0.4469	0.2198	0.0318	0.2515	0.0000	139.4453	139.4453	0.0391	0.0000	140.4218
2026	1.5100	1.2467	1.6588	3.4900e-003	0.0923	0.0477	0.1400	0.0249	0.0449	0.0697	0.0000	310.7062	310.7062	0.0549	0.0000	312.0775
Maximum	1.5100	1.2467	1.6588	3.4900e-003	0.4125	0.0477	0.4469	0.2198	0.0449	0.2515	0.0000	310.7062	310.7062	0.0549	0.0000	312.0775

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0229	0.1064	0.8471	1.5800e-003	0.1935	2.7200e-003	0.1963	0.1010	2.7200e-003	0.1037	0.0000	139.4452	139.4452	0.0391	0.0000	140.4217
2026	1.4340	0.3877	1.8153	3.4900e-003	0.0923	7.7600e-003	0.1001	0.0249	7.7200e-003	0.0326	0.0000	310.7059	310.7059	0.0549	0.0000	312.0772
Maximum	1.4340	0.3877	1.8153	3.4900e-003	0.1935	7.7600e-003	0.1963	0.1010	7.7200e-003	0.1037	0.0000	310.7059	310.7059	0.0549	0.0000	312.0772

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	8.61	76.04	-12.18	0.00	43.37	87.24	49.51	48.53	86.38	57.57	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	7-10-2025	10-9-2025	0.3491	0.0338
2	10-10-2025	1-9-2026	0.6031	0.1139
3	1-10-2026	4-9-2026	0.4747	0.1644
4	4-10-2026	7-9-2026	0.6001	0.1952
5	7-10-2026	9-30-2026	1.4841	1.3029
		Highest	1.4841	1.3029

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	10/23/2025	5	35	
2	Grading	Grading	11/1/2025	12/5/2025	5	25	
3	Building Construction	Building Construction	12/6/2025	8/7/2026	5	175	
4	Paving	Paving	6/1/2026	8/5/2026	5	48	
5	Architectural Coating	Architectural Coating	8/18/2026	10/5/2026	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 1.76

Residential Indoor: 387,174; Residential Outdoor: 129,058; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	116.00	25.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	23.00	0.00	32.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr											MT/yr				
Fugitive Dust					0.3162	0.0000	0.3162	0.1738	0.0000	0.1738	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408
Total	0.0433	0.4416	0.3135	6.7000e-004	0.3162	0.0190	0.3352	0.1738	0.0175	0.1913	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.8100e-003	2.5000e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2148	1.2148	1.8000e-004	0.0000	1.2192
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.1700e-003	6.7700e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.9182	2.9182	2.0000e-004	0.0000	2.9232

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1423	0.0000	0.1423	0.0782	0.0000	0.0782	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1500e-003	0.0353	0.3652	6.7000e-004	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	1.0900e-003	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407
Total	8.1500e-003	0.0353	0.3652	6.7000e-004	0.1423	1.0900e-003	0.1434	0.0782	1.0900e-003	0.0793	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.8100e-003	2.5000e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2148	1.2148	1.8000e-004	0.0000	1.2192
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.1700e-003	6.7700e-003	3.0000e-005	2.7500e-003	2.0000e-005	2.7600e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.9182	2.9182	2.0000e-004	0.0000	2.9232

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0819	0.0000	0.0819	0.0421	0.0000	0.0421	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004	0.0110	0.0110	0.0110	0.0101	0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0819	0.0110	0.0929	0.0421	0.0101	0.0522	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0369	0.0000	0.0369	0.0189	0.0000	0.0189	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5200e-003	0.0282	0.3073	5.3000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	8.7000e-004	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	6.5200e-003	0.0282	0.3073	5.3000e-004	0.0369	8.7000e-004	0.0377	0.0189	8.7000e-004	0.0198	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	0.0164	0.0102	5.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.2000e-004	2.0000e-005	4.5000e-004	0.0000	5.5469	5.5469	5.0000e-004	0.0000	5.5595
Worker	2.1900e-003	1.1900e-003	0.0142	6.0000e-005	8.2200e-003	5.0000e-005	8.2700e-003	2.1900e-003	4.0000e-005	2.2300e-003	0.0000	5.6455	5.6455	8.0000e-005	0.0000	5.6476
Total	2.7000e-003	0.0175	0.0244	1.1000e-004	9.6900e-003	7.0000e-005	9.7600e-003	2.6100e-003	6.0000e-005	2.6800e-003	0.0000	11.1924	11.1924	5.8000e-004	0.0000	11.2071

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2400e-003	0.0219	0.1401	2.2000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200
Total	4.2400e-003	0.0219	0.1401	2.2000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.1000e-004	0.0164	0.0102	5.0000e-005	1.4700e-003	2.0000e-005	1.4900e-003	4.2000e-004	2.0000e-005	4.5000e-004	0.0000	5.5469	5.5469	5.0000e-004	0.0000	5.5595
Worker	2.1900e-003	1.1900e-003	0.0142	6.0000e-005	8.2200e-003	5.0000e-005	8.2700e-003	2.1900e-003	4.0000e-005	2.2300e-003	0.0000	5.6455	5.6455	8.0000e-005	0.0000	5.6476
Total	2.7000e-003	0.0175	0.0244	1.1000e-004	9.6900e-003	7.0000e-005	9.7600e-003	2.6100e-003	6.0000e-005	2.6800e-003	0.0000	11.1924	11.1924	5.8000e-004	0.0000	11.2071

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1387	0.0908	4.7000e-004	0.0128	1.9000e-004	0.0130	3.7000e-003	1.8000e-004	3.8800e-003	0.0000	47.9726	47.9726	4.4400e-003	0.0000	48.0836
Worker	0.0185	9.5700e-003	0.1163	5.3000e-004	0.0717	4.0000e-004	0.0721	0.0191	3.6000e-004	0.0194	0.0000	47.5639	47.5639	6.5000e-004	0.0000	47.5802
Total	0.0228	0.1483	0.2071	1.0000e-003	0.0845	5.9000e-004	0.0851	0.0228	5.4000e-004	0.0233	0.0000	95.5365	95.5365	5.0900e-003	0.0000	95.6638

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0369	0.1907	1.2219	1.9000e-003		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525
Total	0.0369	0.1907	1.2219	1.9000e-003		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3200e-003	0.1387	0.0908	4.7000e-004	0.0128	1.9000e-004	0.0130	3.7000e-003	1.8000e-004	3.8800e-003	0.0000	47.9726	47.9726	4.4400e-003	0.0000	48.0836
Worker	0.0185	9.5700e-003	0.1163	5.3000e-004	0.0717	4.0000e-004	0.0721	0.0191	3.6000e-004	0.0194	0.0000	47.5639	47.5639	6.5000e-004	0.0000	47.5802
Total	0.0228	0.1483	0.2071	1.0000e-003	0.0845	5.9000e-004	0.0851	0.0228	5.4000e-004	0.0233	0.0000	95.5365	95.5365	5.0900e-003	0.0000	95.6638

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0197	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3078	39.3078	0.0124	0.0000	39.6166
Paving	2.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0220	0.1808	0.2923	4.5000e-004		8.4600e-003	8.4600e-003		7.8200e-003	7.8200e-003	0.0000	39.3078	39.3078	0.0124	0.0000	39.6166

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	9.7000e-004	5.0000e-004	6.1300e-003	3.0000e-005	3.7800e-003	2.0000e-005	3.8000e-003	1.0100e-003	2.0000e-005	1.0200e-003	0.0000	2.5072	2.5072	3.0000e-005	0.0000	2.5081
Total	1.1800e-003	7.2900e-003	0.0106	5.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1900e-003	3.0000e-005	1.2100e-003	0.0000	4.8539	4.8539	2.5000e-004	0.0000	4.8602

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.3800e-003	0.0361	0.3359	4.5000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	39.3077	39.3077	0.0124	0.0000	39.6165
Paving	2.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.6900e-003	0.0361	0.3359	4.5000e-004		1.2200e-003	1.2200e-003		1.2200e-003	1.2200e-003	0.0000	39.3077	39.3077	0.0124	0.0000	39.6165

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	9.7000e-004	5.0000e-004	6.1300e-003	3.0000e-005	3.7800e-003	2.0000e-005	3.8000e-003	1.0100e-003	2.0000e-005	1.0200e-003	0.0000	2.5072	2.5072	3.0000e-005	0.0000	2.5081
Total	1.1800e-003	7.2900e-003	0.0106	5.0000e-005	4.4100e-003	3.0000e-005	4.4400e-003	1.1900e-003	3.0000e-005	1.2100e-003	0.0000	4.8539	4.8539	2.5000e-004	0.0000	4.8602

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.3649	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.7000e-003	2.5900e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2024	1.2024	1.8000e-004	0.0000	1.2069
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2000e-004	4.2000e-004	5.1400e-003	2.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.1024	2.1024	3.0000e-005	0.0000	2.1031
Total	9.1000e-004	3.1200e-003	7.7300e-003	3.0000e-005	3.4400e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.3048	3.3048	2.1000e-004	0.0000	3.3100

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.3619					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2000e-004	2.2500e-003	0.0321	5.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.3624	2.2500e-003	0.0321	5.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.7000e-003	2.5900e-003	1.0000e-005	2.7000e-004	1.0000e-005	2.7000e-004	7.0000e-005	1.0000e-005	8.0000e-005	0.0000	1.2024	1.2024	1.8000e-004	0.0000	1.2069
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.2000e-004	4.2000e-004	5.1400e-003	2.0000e-005	3.1700e-003	2.0000e-005	3.1900e-003	8.4000e-004	2.0000e-005	8.6000e-004	0.0000	2.1024	2.1024	3.0000e-005	0.0000	2.1031
Total	9.1000e-004	3.1200e-003	7.7300e-003	3.0000e-005	3.4400e-003	3.0000e-005	3.4600e-003	9.1000e-004	3.0000e-005	9.4000e-004	0.0000	3.3048	3.3048	2.1000e-004	0.0000	3.3100

Midway Village Project Phase 4 - Mitigated Demolition - San Mateo County, Annual

Midway Village Project Phase 4 - Mitigated Demolition
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	3.75	Acre	3.75	163,350.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project Characteristics - Phase 4 Demolition (07/10/2025-09/03/2025) - Tier 4 mitigated equipment CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard and PG&E's 2017 power content label.

Land Use - Phase 4 Demolition

Construction Phase - Phase 4 Demolition (07/10/2025-09/03/2025)

Demolition - Phase 4 Demolition totaling approximately 1,789 tons of debris.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP
Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Fleet Mix -

Trips and VMT - Twelve (12) additional hauling trips added to account for off-site trips associated with transport of off-road construction equipment.
177+12=189 total hauling trips

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	20.00	40.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	177.00	189.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0430	0.4009	0.4072	8.6000e-004	0.0231	0.0171	0.0402	3.9600e-003	0.0159	0.0198	0.0000	76.7925	76.7925	0.0201	0.0000	77.2937
Maximum	0.0430	0.4009	0.4072	8.6000e-004	0.0231	0.0171	0.0402	3.9600e-003	0.0159	0.0198	0.0000	76.7925	76.7925	0.0201	0.0000	77.2937

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0104	0.0570	0.4845	8.6000e-004	0.0126	1.2800e-003	0.0138	2.3700e-003	1.2800e-003	3.6400e-003	0.0000	76.7924	76.7924	0.0201	0.0000	77.2937
Maximum	0.0104	0.0570	0.4845	8.6000e-004	0.0126	1.2800e-003	0.0138	2.3700e-003	1.2800e-003	3.6400e-003	0.0000	76.7924	76.7924	0.0201	0.0000	77.2937
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	75.78	85.78	-18.97	0.00	45.60	92.51	65.56	40.15	91.94	81.65	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	7/10/2025	9/3/2025	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 3.75

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	189.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Fugitive Dust					0.0191	0.0000	0.0191	2.9000e-003	0.0000	2.9000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0419	0.3839	0.3884	7.8000e-004		0.0171	0.0171	0.0158	0.0158	0.0158	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700
Total	0.0419	0.3839	0.3884	7.8000e-004	0.0191	0.0171	0.0362	2.9000e-003	0.0158	0.0187	0.0000	67.9953	67.9953	0.0190	0.0000	68.4700

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Hauling	5.4000e-004	0.0166	0.0148	7.0000e-005	1.5800e-003	3.0000e-005	1.6200e-003	4.4000e-004	3.0000e-005	4.7000e-004	0.0000	7.1749	7.1749	1.0400e-003	0.0000	7.2009
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	1.1700e-003	0.0169	0.0189	9.0000e-005	3.9400e-003	4.0000e-005	4.0000e-003	1.0700e-003	4.0000e-005	1.1100e-003	0.0000	8.7972	8.7972	1.0600e-003	0.0000	8.8238

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.6100e-003	0.0000	8.6100e-003	1.3000e-003	0.0000	1.3000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.2500e-003	0.0401	0.4656	7.8000e-004	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	1.2300e-003	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699
Total	9.2500e-003	0.0401	0.4656	7.8000e-004	8.6100e-003	1.2300e-003	9.8400e-003	1.3000e-003	1.2300e-003	2.5300e-003	0.0000	67.9952	67.9952	0.0190	0.0000	68.4699

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.4000e-004	0.0166	0.0148	7.0000e-005	1.5800e-003	3.0000e-005	1.6200e-003	4.4000e-004	3.0000e-005	4.7000e-004	0.0000	7.1749	7.1749	1.0400e-003	0.0000	7.2009
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.3000e-004	3.4000e-004	4.0700e-003	2.0000e-005	2.3600e-003	1.0000e-005	2.3800e-003	6.3000e-004	1.0000e-005	6.4000e-004	0.0000	1.6223	1.6223	2.0000e-005	0.0000	1.6229
Total	1.1700e-003	0.0169	0.0189	9.0000e-005	3.9400e-003	4.0000e-005	4.0000e-003	1.0700e-003	4.0000e-005	1.1100e-003	0.0000	8.7972	8.7972	1.0600e-003	0.0000	8.8238

Midway Village Project Phase 4 - Mitigated Construction (Phase 4 On-site) - San Mateo County, Annual

Midway Village Project Phase 4 - Mitigated Construction (Phase 4 On-site)
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	38.51	1000sqft	0.88	38,510.00	0
Apartments Low Rise	141.00	Dwelling Unit	5.25	226,526.00	403

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026
Utility Company	Pacific Gas & Electric Company				

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 4 Construction (On-site Construction) - Tier 4 mitigated equipment CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard and PG&E's 2017 power content label.
Land Use - Phase 4 proposed on-site development based on Project Description dated October 21, 2019.

Construction Phase - Phase 4 conceptual construction schedule consistent with Project Description dated October 21, 2019.
Phase 4 Demolition (07/10/2025-09/03/2025) analyzed in a separate CalEEMod run.

Off-road Equipment -

Off-road Equipment - Adjusted building construction equipment usage based on project-specific information

Off-road Equipment - Additional grading equipment included based on project-specific information

Off-road Equipment -

Trips and VMT - Additional hauling trips included to account for transport of off-road construction equipment. Additional vendor trips included to account for anticipated paving off-site trips.

Grading - Approximately 30,481 cubic yards to be imported in Phase 4 (43,092 total cubic yards of import for the project anticipated; 12,611 cubic yards accounted for in Phase 2 and 30,481 cubic yards accounted for in Phase 4)

Vehicle Trips - Construction run only

Woodstoves - Construction run only

Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP

Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction Mitigation Measures Recommended for All Proposed Projects.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	9.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	10.00	35.00
tblConstructionPhase	NumDays	20.00	25.00
tblConstructionPhase	NumDays	230.00	175.00
tblConstructionPhase	NumDays	20.00	48.00
tblConstructionPhase	NumDays	20.00	35.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	23.97	0.00
tblGrading	MaterialImported	0.00	30,481.00
tblLandUse	LandUseSquareFeet	141,000.00	226,526.00
tblLandUse	LotAcreage	8.81	5.25
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grading
tblOffRoadEquipment	PhaseName		Grading
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	HaulingTripNumber	0.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	30.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblVehicleTrips	ST_TR	7.16	0.00
tblVehicleTrips	SU_TR	6.07	0.00
tblVehicleTrips	WD_TR	6.59	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0950	1.1478	1.0110	2.9400e-003	0.4460	0.0351	0.4811	0.2288	0.0324	0.2612	0.0000	283.2164	283.2164	0.0599	0.0000	284.7149
2026	1.7513	1.2496	1.7024	3.5100e-003	0.0907	0.0493	0.1399	0.0244	0.0463	0.0707	0.0000	311.9785	311.9785	0.0573	0.0000	313.4116
Maximum	1.7513	1.2496	1.7024	3.5100e-003	0.4460	0.0493	0.4811	0.2288	0.0463	0.2612	0.0000	311.9785	311.9785	0.0599	0.0000	313.4116

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0338	0.4383	1.1436	2.9400e-003	0.2261	3.3800e-003	0.2295	0.1099	3.3500e-003	0.1132	0.0000	283.2163	283.2163	0.0599	0.0000	284.7147
2026	1.6723	0.3585	1.8805	3.5100e-003	0.0907	7.4100e-003	0.0981	0.0244	7.3700e-003	0.0318	0.0000	311.9782	311.9782	0.0573	0.0000	313.4113
Maximum	1.6723	0.4383	1.8805	3.5100e-003	0.2261	7.4100e-003	0.2295	0.1099	7.3700e-003	0.1132	0.0000	311.9782	311.9782	0.0599	0.0000	313.4113

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.60	66.76	-11.45	0.00	40.97	87.21	47.25	46.96	86.37	56.31	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)				Maximum Mitigated ROG + NOX (tons/quarter)			
1	7-10-2025	10-9-2025	0.3490				0.0337			
2	10-10-2025	1-9-2026	0.9470				0.4578			
3	1-10-2026	4-9-2026	0.4656				0.1553			
4	4-10-2026	7-9-2026	0.6060				0.1808			
5	7-10-2026	9-30-2026	1.7077				1.5124			
		Highest	1.7077				1.5124			

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	10/23/2025	5	35	
2	Grading	Grading	11/1/2025	12/5/2025	5	25	
3	Building Construction	Building Construction	12/6/2025	8/7/2026	5	175	
4	Paving	Paving	6/1/2026	8/5/2026	5	48	
5	Architectural Coating	Architectural Coating	8/18/2026	10/5/2026	5	35	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 12.5

Acres of Paving: 0.88

Residential Indoor: 458,715; Residential Outdoor: 152,905; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Bore/Drill Rigs	1	8.00	221	0.50
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Trenchers	1	8.00	78	0.50
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	2	7.00	97	0.37

Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	3,810.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	118.00	21.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	4.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	30.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr											MT/yr				
Fugitive Dust					0.3162	0.0000	0.3162	0.1738	0.0000	0.1738	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0433	0.4416	0.3135	6.7000e-004		0.0190	0.0190		0.0175	0.0175	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408
Total	0.0433	0.4416	0.3135	6.7000e-004	0.3162	0.0190	0.3352	0.1738	0.0175	0.1913	0.0000	58.5672	58.5672	0.0189	0.0000	59.0408

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.6400e-003	2.3500e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1389	1.1389	1.7000e-004	0.0000	1.1430
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.0000e-003	6.6200e-003	3.0000e-005	2.7300e-003	2.0000e-005	2.7500e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.8423	2.8423	1.9000e-004	0.0000	2.8470

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1423	0.0000	0.1423	0.0782	0.0000	0.0782	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.1500e-003	0.0353	0.3652	6.7000e-004		1.0900e-003	1.0900e-003		1.0900e-003	1.0900e-003	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407
Total	8.1500e-003	0.0353	0.3652	6.7000e-004	0.1423	1.0900e-003	0.1434	0.0782	1.0900e-003	0.0793	0.0000	58.5672	58.5672	0.0189	0.0000	59.0407

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.6400e-003	2.3500e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1389	1.1389	1.7000e-004	0.0000	1.1430
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.6000e-004	3.6000e-004	4.2700e-003	2.0000e-005	2.4800e-003	1.0000e-005	2.4900e-003	6.6000e-004	1.0000e-005	6.7000e-004	0.0000	1.7034	1.7034	2.0000e-005	0.0000	1.7040
Total	7.5000e-004	3.0000e-003	6.6200e-003	3.0000e-005	2.7300e-003	2.0000e-005	2.7500e-003	7.3000e-004	1.0000e-005	7.4000e-004	0.0000	2.8423	2.8423	1.9000e-004	0.0000	2.8470

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0836	0.0000	0.0836	0.0424	0.0000	0.0424	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0256	0.2515	0.2393	5.3000e-004		0.0110	0.0110	0.0101	0.0101	0.0101	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	0.0256	0.2515	0.2393	5.3000e-004	0.0836	0.0110	0.0946	0.0424	0.0101	0.0525	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3347	0.2980	1.3700e-003	0.0319	6.6000e-004	0.0326	8.7700e-003	6.3000e-004	9.4000e-003	0.0000	144.6372	144.6372	0.0210	0.0000	145.1614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	0.0115	0.3350	0.3014	1.3800e-003	0.0339	6.7000e-004	0.0345	9.2900e-003	6.4000e-004	9.9300e-003	0.0000	145.9891	145.9891	0.0210	0.0000	146.5138

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0376	0.0000	0.0376	0.0191	0.0000	0.0191	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.5200e-003	0.0282	0.3073	5.3000e-004		8.7000e-004	8.7000e-004		8.7000e-004	8.7000e-004	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783
Total	6.5200e-003	0.0282	0.3073	5.3000e-004	0.0376	8.7000e-004	0.0385	0.0191	8.7000e-004	0.0199	0.0000	46.7007	46.7007	0.0151	0.0000	47.0783

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0110	0.3347	0.2980	1.3700e-003	0.0319	6.6000e-004	0.0326	8.7700e-003	6.3000e-004	9.4000e-003	0.0000	144.6372	144.6372	0.0210	0.0000	145.1614
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.3000e-004	2.8000e-004	3.3900e-003	1.0000e-005	1.9700e-003	1.0000e-005	1.9800e-003	5.2000e-004	1.0000e-005	5.3000e-004	0.0000	1.3519	1.3519	2.0000e-005	0.0000	1.3524
Total	0.0115	0.3350	0.3014	1.3800e-003	0.0339	6.7000e-004	0.0345	9.2900e-003	6.4000e-004	9.9300e-003	0.0000	145.9891	145.9891	0.0210	0.0000	146.5138

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201
Total	0.0113	0.1017	0.1272	2.2000e-004		4.3200e-003	4.3200e-003		4.0700e-003	4.0700e-003	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8201

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0137	8.5700e-003	5.0000e-005	1.2300e-003	2.0000e-005	1.2500e-003	3.6000e-004	2.0000e-005	3.7000e-004	0.0000	4.6594	4.6594	4.2000e-004	0.0000	4.6700
Worker	2.2300e-003	1.2100e-003	0.0144	6.0000e-005	8.3600e-003	5.0000e-005	8.4100e-003	2.2200e-003	4.0000e-005	2.2700e-003	0.0000	5.7429	5.7429	8.0000e-005	0.0000	5.7449
Total	2.6500e-003	0.0149	0.0230	1.1000e-004	9.5900e-003	7.0000e-005	9.6600e-003	2.5800e-003	6.0000e-005	2.6400e-003	0.0000	10.4023	10.4023	5.0000e-004	0.0000	10.4149

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2400e-003	0.0219	0.1401	2.2000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200
Total	4.2400e-003	0.0219	0.1401	2.2000e-004		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004	0.0000	18.7148	18.7148	4.2100e-003	0.0000	18.8200

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0137	8.5700e-003	5.0000e-005	1.2300e-003	2.0000e-005	1.2500e-003	3.6000e-004	2.0000e-005	3.7000e-004	0.0000	4.6594	4.6594	4.2000e-004	0.0000	4.6700
Worker	2.2300e-003	1.2100e-003	0.0144	6.0000e-005	8.3600e-003	5.0000e-005	8.4100e-003	2.2200e-003	4.0000e-005	2.2700e-003	0.0000	5.7429	5.7429	8.0000e-005	0.0000	5.7449
Total	2.6500e-003	0.0149	0.0230	1.1000e-004	9.5900e-003	7.0000e-005	9.6600e-003	2.5800e-003	6.0000e-005	2.6400e-003	0.0000	10.4023	10.4023	5.0000e-004	0.0000	10.4149

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527
Total	0.0983	0.8872	1.1095	1.9000e-003		0.0377	0.0377		0.0355	0.0355	0.0000	163.2350	163.2350	0.0367	0.0000	164.1527

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1165	0.0763	4.0000e-004	0.0108	1.6000e-004	0.0109	3.1100e-003	1.5000e-004	3.2600e-003	0.0000	40.2970	40.2970	3.7300e-003	0.0000	40.3902
Worker	0.0188	9.7300e-003	0.1183	5.3000e-004	0.0729	4.0000e-004	0.0733	0.0194	3.7000e-004	0.0198	0.0000	48.3840	48.3840	6.6000e-004	0.0000	48.4005
Total	0.0224	0.1263	0.1946	9.3000e-004	0.0837	5.6000e-004	0.0842	0.0225	5.2000e-004	0.0230	0.0000	88.6810	88.6810	4.3900e-003	0.0000	88.7907

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0369	0.1907	1.2219	1.9000e-003		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525
Total	0.0369	0.1907	1.2219	1.9000e-003		5.8300e-003	5.8300e-003		5.8300e-003	5.8300e-003	0.0000	163.2348	163.2348	0.0367	0.0000	164.1525

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.6300e-003	0.1165	0.0763	4.0000e-004	0.0108	1.6000e-004	0.0109	3.1100e-003	1.5000e-004	3.2600e-003	0.0000	40.2970	40.2970	3.7300e-003	0.0000	40.3902
Worker	0.0188	9.7300e-003	0.1183	5.3000e-004	0.0729	4.0000e-004	0.0733	0.0194	3.7000e-004	0.0198	0.0000	48.3840	48.3840	6.6000e-004	0.0000	48.4005
Total	0.0224	0.1263	0.1946	9.3000e-004	0.0837	5.6000e-004	0.0842	0.0225	5.2000e-004	0.0230	0.0000	88.6810	88.6810	4.3900e-003	0.0000	88.7907

3.5 Paving - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0220	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4347
Paving	1.1500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0231	0.2060	0.3499	5.5000e-004		0.0100	0.0100		9.2400e-003	9.2400e-003	0.0000	48.0462	48.0462	0.0155	0.0000	48.4347

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	7.3000e-004	3.8000e-003	4.6000e-003	2.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	1.0000e-005	7.7000e-004	0.0000	1.8804	1.8804	3.0000e-005	0.0000	1.8811
Total	9.4000e-004	7.1700e-003	9.0400e-003	4.0000e-005	3.4600e-003	3.0000e-005	3.4900e-003	9.3000e-004	2.0000e-005	9.6000e-004	0.0000	4.2271	4.2271	2.5000e-004	0.0000	4.2332

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.7300e-003	0.0292	0.4151	5.5000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	48.0462	48.0462	0.0155	0.0000	48.4346
Paving	1.1500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.8800e-003	0.0292	0.4151	5.5000e-004		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	48.0462	48.0462	0.0155	0.0000	48.4346

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.1000e-004	6.7900e-003	4.4400e-003	2.0000e-005	6.3000e-004	1.0000e-005	6.4000e-004	1.8000e-004	1.0000e-005	1.9000e-004	0.0000	2.3467	2.3467	2.2000e-004	0.0000	2.3521
Worker	7.3000e-004	3.8000e-004	4.6000e-003	2.0000e-005	2.8300e-003	2.0000e-005	2.8500e-003	7.5000e-004	1.0000e-005	7.7000e-004	0.0000	1.8804	1.8804	3.0000e-005	0.0000	1.8811
Total	9.4000e-004	7.1700e-003	9.0400e-003	4.0000e-005	3.4600e-003	3.0000e-005	3.4900e-003	9.3000e-004	2.0000e-005	9.6000e-004	0.0000	4.2271	4.2271	2.5000e-004	0.0000	4.2332

3.6 Architectural Coating - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.6056	0.0201	0.0317	5.0000e-005	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	9.0000e-004	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.5300e-003	2.4300e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1272	1.1272	1.7000e-004	0.0000	1.1314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.4000e-004	5.3600e-003	2.0000e-005	3.3100e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.1938	2.1938	3.0000e-005	0.0000	2.1946
Total	9.4000e-004	2.9700e-003	7.7900e-003	3.0000e-005	3.5600e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.3210	3.3210	2.0000e-004	0.0000	3.3260

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.6026					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.2000e-004	2.2500e-003	0.0321	5.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743
Total	1.6032	2.2500e-003	0.0321	5.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005	0.0000	4.4682	4.4682	2.4000e-004	0.0000	4.4743

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	9.0000e-005	2.5300e-003	2.4300e-003	1.0000e-005	2.5000e-004	1.0000e-005	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	1.1272	1.1272	1.7000e-004	0.0000	1.1314
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.5000e-004	4.4000e-004	5.3600e-003	2.0000e-005	3.3100e-003	2.0000e-005	3.3200e-003	8.8000e-004	2.0000e-005	9.0000e-004	0.0000	2.1938	2.1938	3.0000e-005	0.0000	2.1946
Total	9.4000e-004	2.9700e-003	7.7900e-003	3.0000e-005	3.5600e-003	3.0000e-005	3.5800e-003	9.5000e-004	2.0000e-005	9.7000e-004	0.0000	3.3210	3.3210	2.0000e-004	0.0000	3.3260

Midway Village Project Phase 4 - Mitigated Construction (Phase 4 Off-site Road Improvements) - San Mateo County, Annual

Midway Village Project Phase 4 - Mitigated Construction (Phase 4 Off-site Road Improvements)
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Asphalt Surfaces	27.15	1000sqft	0.62	27,150.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2025

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Phase 4 Off-site Road Improvements - Tier 4 mitigated equipment
CO2 intensity factor adjusted based on California's Renewables Energy Portfolio Standard (RPS) Program and PG&E's 2017 power content label.

Land Use - Additional roadway improvements totaling approximately 27,150 square feet.
Improvements to Schwerin St. and Martin St.

Construction Phase - Adjusted construction schedule to match applicant-provided estimated duration of 6 weeks for off-site roadway improvements.

Trips and VMT - Two additional vendor trips per day added to the paving phase to account for anticipated paving off-site trips. Additional hauling trips included to account for transport of off-road construction equipment.

Vehicle Emission Factors -

Vehicle Emission Factors -
Vehicle Emission Factors -
Energy Use -

Construction Off-road Equipment Mitigation - Tier 4 Final mitigation for construction equipment >50 HP
Compliance with BAAQMD best management practices threshold for fugitive dust; recommended measures from BAAQMD's Basic Construction
Mitigation Measures Recommended for All Proposed Projects.

Fleet Mix -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehiclesSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	5.00	28.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	Hauling TripNumber	0.00	13.00
tblTripsAndVMT	Hauling TripNumber	0.00	13.00
tblTripsAndVMT	Vendor TripNumber	0.00	2.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	0.0102	0.0810	0.1145	2.1000e-004	3.5000e-003	3.3700e-003	6.8700e-003	1.1100e-003	3.1600e-003	4.2700e-003	0.0000	17.7388	17.7388	4.3900e-003	0.0000	17.8484
Maximum	0.0102	0.0810	0.1145	2.1000e-004	3.5000e-003	3.3700e-003	6.8700e-003	1.1100e-003	3.1600e-003	4.2700e-003	0.0000	17.7388	17.7388	4.3900e-003	0.0000	17.8484

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2025	5.7300e-003	0.0277	0.1270	2.1000e-004	2.9400e-003	8.5000e-004	3.8000e-003	8.7000e-004	8.5000e-004	1.7200e-003	0.0000	17.7387	17.7387	4.3900e-003	0.0000	17.8484
Maximum	5.7300e-003	0.0277	0.1270	2.1000e-004	2.9400e-003	8.5000e-004	3.8000e-003	8.7000e-004	8.5000e-004	1.7200e-003	0.0000	17.7387	17.7387	4.3900e-003	0.0000	17.8484

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	43.77	65.79	-10.88	0.00	16.00	74.78	44.69	21.62	73.10	59.72	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-5-2025	9-30-2025	0.0546	0.0188
		Highest	0.0546	0.0188

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	9/5/2025	9/5/2025	5	1	
2	Grading	Grading	9/6/2025	9/9/2025	5	2	
3	Paving	Paving	9/10/2025	10/17/2025	5	28	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0.62

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	13.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	2.00	13.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.2000e-004	2.4000e-003	1.9100e-003	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	2.2000e-004	2.4000e-003	1.9100e-003	0.0000	2.7000e-004	8.0000e-005	3.5000e-004	3.0000e-005	8.0000e-005	1.1000e-004	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0135	0.0135	0.0000	0.0000	0.0135
Total	5.0000e-005	1.1400e-003	1.0500e-003	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5070	0.5070	7.0000e-005	0.0000	0.5088

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-005	2.6000e-004	2.6600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309
Total	6.0000e-005	2.6000e-004	2.6600e-003	0.0000	1.2000e-004	1.0000e-005	1.3000e-004	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.4274	0.4274	1.4000e-004	0.0000	0.4309

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	3.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0135	0.0135	0.0000	0.0000	0.0135
Total	5.0000e-005	1.1400e-003	1.0500e-003	0.0000	1.3000e-004	0.0000	1.3000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.5070	0.5070	7.0000e-005	0.0000	0.5088

3.3 Grading - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005	2.1000e-004	2.1000e-004	2.1000e-004	2.0000e-004	2.0000e-004	2.0000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	5.7000e-004	5.1000e-003	7.3600e-003	1.0000e-005	7.5000e-004	2.1000e-004	9.6000e-004	4.1000e-004	2.0000e-004	6.1000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541
Total	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3000e-004	5.7000e-004	7.8500e-003	1.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	2.0000e-005	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471
Total	1.3000e-004	5.7000e-004	7.8500e-003	1.0000e-005	3.4000e-004	2.0000e-005	3.6000e-004	1.9000e-004	2.0000e-005	2.1000e-004	0.0000	1.0425	1.0425	1.9000e-004	0.0000	1.0471

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541
Total	2.0000e-005	1.0000e-005	1.4000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0541	0.0541	0.0000	0.0000	0.0541

3.4 Paving - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8900e-003	0.0689	0.0984	1.6000e-004	3.0600e-003	3.0600e-003	3.0600e-003	2.8600e-003	2.8600e-003	2.8600e-003	0.0000	13.1613	13.1613	3.8300e-003	0.0000	13.2571
Paving	8.1000e-004				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	8.7000e-003	0.0689	0.0984	1.6000e-004	3.0600e-003	3.0600e-003	3.0600e-003	2.8600e-003	2.8600e-003	2.8600e-003	0.0000	13.1613	13.1613	3.8300e-003	0.0000	13.2571

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	6.0000e-005	2.0300e-003	1.2700e-003	1.0000e-005	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.6903	0.6903	6.0000e-005	0.0000	0.6919
Worker	5.3000e-004	2.9000e-004	3.4200e-003	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.3627	1.3627	2.0000e-005	0.0000	1.3632
Total	6.3000e-004	3.4600e-003	5.7100e-003	3.0000e-005	2.2700e-003	1.0000e-005	2.3000e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	2.5465	2.5465	1.5000e-004	0.0000	2.5504

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.0300e-003	0.0223	0.1096	1.6000e-004	8.1000e-004	0.0000	8.1000e-004	8.1000e-004	0.0000	8.1000e-004	0.0000	13.1612	13.1612	3.8300e-003	0.0000	13.2571
Paving	8.1000e-004				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.8400e-003	0.0223	0.1096	1.6000e-004	8.1000e-004	0.0000	8.1000e-004	8.1000e-004	0.0000	8.1000e-004	0.0000	13.1612	13.1612	3.8300e-003	0.0000	13.2571

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	4.0000e-005	1.1400e-003	1.0200e-003	0.0000	1.1000e-004	0.0000	1.1000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.4935	0.4935	7.0000e-005	0.0000	0.4953
Vendor	6.0000e-005	2.0300e-003	1.2700e-003	1.0000e-005	1.8000e-004	0.0000	1.9000e-004	5.0000e-005	0.0000	6.0000e-005	0.0000	0.6903	0.6903	6.0000e-005	0.0000	0.6919
Worker	5.3000e-004	2.9000e-004	3.4200e-003	2.0000e-005	1.9800e-003	1.0000e-005	2.0000e-003	5.3000e-004	1.0000e-005	5.4000e-004	0.0000	1.3627	1.3627	2.0000e-005	0.0000	1.3632
Total	6.3000e-004	3.4600e-003	5.7100e-003	3.0000e-005	2.2700e-003	1.0000e-005	2.3000e-003	6.1000e-004	1.0000e-005	6.3000e-004	0.0000	2.5465	2.5465	1.5000e-004	0.0000	2.5504

Midway Village Proposed Project—2026 Unmitigated Operations - San Mateo County, Annual

Midway Village Proposed Project—2026 Unmitigated Operations

San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartment Low Rise	555.00	Dwelling Unit	10.42	864,840.00	1587
Day-Care Center	125.00	Student	0.38	16,760.00	0
Other Asphalt Surfaces	6.04	Acre	6.04	263,645.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026

Utility Company Pacific Gas & Electric Company

CO ₂ Intensity (lb/MW/hr)	390.65	CH ₄ Intensity (lb/MW/hr)	0.029	N ₂ O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Midway Village Proposed Project Unmitigated Operations for the 2026 Operational Year
CO₂ intensity factor adjusted based on Renewable Energy Portfolio Standard and PG&E's 2017 power content label.

Land Use - Full buildout

Proposed development based on Project Description dated October 21, 2019.

Construction Phase - Operational run only (construction analyzed separately)

Off-road Equipment - Zeroed out construction equipment-operational run only

Trips and VMT - Operational run only

Vehicle Trips - Trip generation rates based on the project-specific transportation analysis prepared by Hexagon Transportation, Inc.
ITE Manual, 10th Edition weekday, Saturday, and Sunday rates - ITE Land Uses 220 and 565.

Woodstoves - No woodburning fireplaces or woodstoves in compliance with BAAQMD Regulation 6 Particulate Matter and visible emissions, Rule 3 Wood-burning devices.

Energy Mitigation - Solar thermal PV panels would be included as a project design feature. Generation of kWh is unknown; therefore, no reductions for on-site renewable energy were quantified. Energy efficiency improvements at least 10% > Title 24 standards.

Area Mitigation - Compliance with BAAQMD Regulation 6, Rule 3 Wood-burning devices

Water Mitigation - Compliance with the Green Building Code Standards and the Water Efficient Land Use Ordinance

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	7/28/2022	7/1/2022
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	94.35	0.00
tblLandUse	LandUseSquareFeet	555,000.00	864,840.00
tblLandUse	LandUseSquareFeet	7,065.35	16,760.00
tblLandUse	LandUseSquareFeet	263,102.40	263,645.00
tblLandUse	LotAcreage	34.69	10.42
tblLandUse	LotAcreage	0.16	0.38
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	WorkerTripNumber	103.00	0.00
tblVehicleTrips	ST_TR	7.16	8.14
tblVehicleTrips	SU_TR	6.07	6.28
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	4.38	4.09
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.2079	0.0564	4.1221	2.7000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498
Energy	0.0624	0.5339	0.2328	3.4000e-003		0.0431	0.0431		0.0431	0.0431	0.0000	1,045.2405	1,045.2405	0.0436	0.0179	1,051.6616
Mobile	0.8583	2.3940	9.3069	0.0345	3.6303	0.0274	3.6578	0.9757	0.0255	1.0013	0.0000	3,162.2020	3,162.2020	0.1134	0.0000	3,165.0358
Waste						0.0000	0.0000		0.0000	0.0000	56.4538	0.0000	56.4538	3.3363	0.0000	139.8619
Water						0.0000	0.0000		0.0000	0.0000	11.5682	49.5830	61.1512	1.1918	0.0288	99.5347
Total	5.1286	2.9844	13.6618	0.0381	3.6303	0.0941	3.7244	0.9757	0.0922	1.0679	65.0220	4,274.1522	4,342.1742	4.6918	0.0469	4,473.4438

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.2079	0.0564	4.1221	2.7000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498
Energy	0.0570	0.4874	0.2125	3.1100e-003		0.0393	0.0393		0.0393	0.0393	0.0000	988.9002	988.9002	0.0424	0.0169	994.9853
Mobile	0.8583	2.3940	9.3069	0.0345	3.6303	0.0274	3.6578	0.9757	0.0255	1.0013	0.0000	3,162.2020	3,162.2020	0.1134	0.0000	3,165.0358
Waste						0.0000	0.0000		0.0000	0.0000	56.4538	0.0000	56.4538	3.3363	0.0000	139.8619
Water						0.0000	0.0000		0.0000	0.0000	9.2546	39.6664	48.9209	0.9535	0.0231	79.6277
Total	5.1232	2.9378	13.6414	0.0378	3.6303	0.0904	3.7207	0.9757	0.0884	1.0642	65.7084	4,207.8953	4,273.6037	4.4522	0.0401	4,396.8606

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.11	1.56	0.15	0.76	0.00	4.00	0.10	0.00	4.08	0.35	3.40	1.55	1.58	5.11	14.50	1.71

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8583	2.3940	9.3069	0.0345	3.6303	0.0274	3.6578	0.9757	0.0255	1.0013	0.0000	3,162.202	3,162.202	0.1134	0.0000	3,165.0358
Unmitigated	0.8583	2.3940	9.3069	0.0345	3.6303	0.0274	3.6578	0.9757	0.0255	1.0013	0.0000	3,162.202	3,162.202	0.1134	0.0000	3,165.0358

4.2 Trip Summary Information

	Average Daily Trip Rate				Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT
Apartments Low Rise	4,062.60	4,517.70	3,485.40	9,342,724	9,342,724	9,342,724
Day-Care Center	511.25	48.75	46.25	446,027	446,027	446,027
Other Asphalt Surfaces	0.00	0.00	0.00			
Total	4,573.85	4,566.45	3,531.65	9,788,752	9,788,752	

4.3 Trip Type Information

	Miles				Trip %				Trip Purpose %			
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Apartments Low Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3			
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14			
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0			

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.458271	0.050791	0.272788	0.143353	0.016986	0.007324	0.025695	0.006686	0.004346	0.003010	0.009369	0.000540	0.000841
Day-Care Center	0.458271	0.050791	0.272788	0.143353	0.016986	0.007324	0.025695	0.006686	0.004346	0.003010	0.009369	0.000540	0.000841
Other Asphalt Surfaces	0.458271	0.050791	0.272788	0.143353	0.016986	0.007324	0.025695	0.006686	0.004346	0.003010	0.009369	0.000540	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	425.3327	425.3327	0.0316	6.5300e-003	428.0688
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	427.8207	427.8207	0.0318	6.5700e-003	430.5728
NaturalGas Mitigated	0.0570	0.4874	0.2125	3.1100e-003		0.0393	0.0393		0.0393	0.0393	0.0000	563.5675	563.5675	0.0108	0.0103	566.9165
NaturalGas Unmitigated	0.0624	0.5339	0.2328	3.4000e-003		0.0431	0.0431		0.0431	0.0431	0.0000	617.4198	617.4198	0.0118	0.0113	621.0888

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas s Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.1294e+07	0.0609	0.5204	0.2215	3.3200e-003		0.0421	0.0421		0.0421	0.0421	0.0000	602.6894	602.6894	0.0116	0.0111	606.2709
Day-Care Center	276037	1.4900e-003	0.0135	0.0114	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.7304	14.7304	2.8000e-004	2.7000e-004	14.8179
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0624	0.5339	0.2328	3.4000e-003		0.0431	0.0431		0.0431	0.0431	0.0000	617.4198	617.4198	0.0118	0.0113	621.0888

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.03097e+007	0.0556	0.4751	0.2022	3.0300e-003		0.0384	0.0384		0.0384	0.0384	0.0000	550.1653	550.1653	0.0105	0.0101	553.4346
Day-Care Center	251149	1.3500e-003	0.0123	0.0103	7.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	13.4023	13.4023	2.6000e-004	2.5000e-004	13.4819
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0569	0.4874	0.2125	3.1000e-003		0.0394	0.0394		0.0394	0.0394	0.0000	563.5675	563.5675	0.0108	0.0103	566.9165

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	2.33998e+006	414.6348	0.0308	6.3700e-003	417.3020
Day-Care Center	74414.4	13.1859	9.8000e-004	2.0000e-004	13.2708
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		427.8207	0.0318	6.5700e-003	430.5728

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	2.32705e+006	412.3428	0.0306	6.3300e-003	414.9953
Day-Care Center	73308.2	12.9899	9.6000e-004	2.0000e-004	13.0735
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		425.3327	0.0316	6.5300e-003	428.0688

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.2079	0.0564	4.1221	2.7000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498
Unmitigated	4.2079	0.0564	4.1221	2.7000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4601					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0500e-003	8.9700e-003	3.8200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.3929	10.3929	2.0000e-004	1.9000e-004	10.4546
Landscaping	0.1237	0.0474	4.1182	2.2000e-004		0.0229	0.0229		0.0229	0.0229	0.0000	6.7338	6.7338	6.4500e-003	0.0000	6.8951
Total	4.2079	0.0564	4.1221	2.8000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.6230					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.4601					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.0500e-003	8.9700e-003	3.8200e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004	0.0000	10.3929	10.3929	2.0000e-004	1.9000e-004	10.4546
Landscaping	0.1237	0.0474	4.1182	2.2000e-004		0.0229	0.0229		0.0229	0.0229	0.0000	6.7338	6.7338	6.4500e-003	0.0000	6.8951
Total	4.2079	0.0564	4.1221	2.8000e-004		0.0236	0.0236		0.0236	0.0236	0.0000	17.1267	17.1267	6.6500e-003	1.9000e-004	17.3498

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	48.9209	0.9635	0.0231	79.6277
Unmitigated	61.1512	1.1918	0.0288	99.5347

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	36.1605 / 22.7968	60.2812	1.1819	0.0286	98.3434
Day-Care Center	0.30303 / 0.77922	0.8700	9.9300e-003	2.5000e-004	1.1913
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		61.1512	1.1918	0.0288	99.5347

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	28.9284 / 18.2375	48.2250	0.9455	0.0229	78.6747
Day-Care Center	0.242424 / 0.623376	0.6960	7.9500e-003	2.0000e-004	0.9530
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		48.9210	0.9535	0.0231	79.6277

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	56.4538	3.3363	0.0000	139.8619
Unmitigated	56.4538	3.3363	0.0000	139.8619

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	255.3	51.8236	3.0627	0.0000	128.3908
Day-Care Center	22.81	4.6302	0.2736	0.0000	11.4712
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		56.4538	3.3363	0.0000	139.8619

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	255.3	51.8236	3.0627	0.0000	128.3908
Day-Care Center	22.81	4.6302	0.2736	0.0000	11.4712
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Total		56.4538	3.3363	0.0000	139.8619

9.0 Operational Offroad

Equipment Type	Number	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Midway Village Existing Emissions (2026 Operational Year) - San Mateo County, Annual

Midway Village Existing Emissions (2026 Operational Year)
San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	150.00	Dwelling Unit	15.93	157,885.00	429
Day-Care Center	109.00	Student	0.34	14,615.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2026

Utility Company Pacific Gas & Electric Company

CO2 Intensity (lb/MW/hr)	390.65	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - Midway Village Project Existing Emissions

Land Use - The Midway Village area currently consists of 172,500 square feet (sf) of residential, office, and day-care space.

Construction Phase - Existing emissions operational run only

Off-road Equipment - Zeroed out construction equipment

Trips and VMT - Zeroed out construction trips

Vehicle Trips - Adjusted weekday, Saturday, and Sunday consistent with rates provided in the project-specific Transportation Impact Analysis prepared by Hexagon Transportation Consultants.

ITE Manual, 10th Edition rates for ITE Land Uses 220 and 565.

Woodstoves - No woodburning fireplaces or woodstoves in compliance with BAAQMD Regulation 6 Particulate Matter and visible emissions, Rule 3 Wood-burning devices.

Area Mitigation - Compliance with BAAQMD Regulation 6, Rule 3 Wood-burning devices

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	1.00
tblConstructionPhase	PhaseEndDate	7/28/2022	7/1/2022
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberWood	25.50	0.00
tblLandUse	LandUseSquareFeet	150,000.00	157,885.00
tblLandUse	LandUseSquareFeet	6,160.99	14,615.00
tblLandUse	LotAcreage	9.38	15.93
tblLandUse	LotAcreage	0.14	0.34
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	390.65
tblTripsAndVMT	WorkerTripNumber	23.00	0.00
tblVehicleTrips	ST_TR	7.16	8.14
tblVehicleTrips	SU_TR	6.07	6.28
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	4.38	4.09
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Area	0.8263	0.0153	1.1147	7.0000e-005	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905
Energy	0.0178	0.1525	0.0698	9.7000e-004	0.0123	0.0123	0.0123	0.0123	0.0123	0.0123	0.0000	299.2960	299.2960	0.0125	5.1200e-003	301.1351
Mobile	0.2678	0.7383	2.8281	0.0103	1.0807	8.2700e-003	1.0890	0.2905	7.6900e-003	0.2982	0.0000	944.5421	944.5421	0.0341	0.0000	945.3945
Waste						0.0000	0.0000	0.0000	0.0000	0.0000	18.0439	0.0000	18.0439	1.0664	0.0000	44.7029
Water						0.0000	0.0000		0.0000	0.0000	3.1844	13.8664	17.0508	0.3281	7.9400e-003	27.6181
Total	1.1118	0.9060	4.0126	0.0113	1.0807	0.0269	1.1076	0.2905	0.0263	0.3168	21.2283	1,262.334 ⁶	1,283.562 ⁹	1.4429	0.0131	1,323.541 ²

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Area	0.8263	0.0153	1.1147	7.0000e-005	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	6.3700e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905
Energy	0.0178	0.1525	0.0698	9.7000e-004	0.0123	0.0123	0.0123	0.0123	0.0123	0.0123	0.0000	299.2960	299.2960	0.0125	5.1200e-003	301.1351
Mobile	0.2678	0.7383	2.8281	0.0103	1.0807	8.2700e-003	1.0890	0.2905	7.6900e-003	0.2982	0.0000	944.5421	944.5421	0.0341	0.0000	945.3945
Waste						0.0000	0.0000		0.0000	0.0000	18.0439	0.0000	18.0439	1.0664	0.0000	44.7029
Water						0.0000	0.0000		0.0000	0.0000	3.1844	13.8664	17.0508	0.3281	7.9400e-003	27.6181
Total	1.1118	0.9060	4.0126	0.0113	1.0807	0.0269	1.1076	0.2905	0.0263	0.3168	21.2283	1,262.334 ⁶	1,283.562 ⁹	1.4429	0.0131	1,323.541 ²

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2678	0.7383	2.8281	0.0103	1.0807	8.2700e-003	1.0890	0.2905	7.6900e-003	0.2982	0.0000	944.5421	944.5421	0.0341	0.0000	945.3945
Unmitigated	0.2678	0.7383	2.8281	0.0103	1.0807	8.2700e-003	1.0890	0.2905	7.6900e-003	0.2982	0.0000	944.5421	944.5421	0.0341	0.0000	945.3945

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT		Annual VMT	
Apartments Low Rise	1,098.00	1,221.00	942.00	2,525,061		2,525,061	
Day-Care Center	445.81	42.51	40.33	388,936		388,936	
Total	1,543.81	1,263.51	982.33	2,913,996		2,913,996	

4.3 Trip Type Information

Land Use	Miles				Trip %				Trip Purpose %			
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diversified	Pass-by			
Apartments Low Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3			
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14			

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.458271	0.050791	0.272788	0.143353	0.016986	0.007324	0.025695	0.006686	0.004346	0.003010	0.009369	0.000540	0.000841
Day-Care Center	0.458271	0.050791	0.272788	0.143353	0.016986	0.007324	0.025695	0.006686	0.004346	0.003010	0.009369	0.000540	0.000841

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
MT/yr																
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	123.5618	123.5618	9.1700e-003	1.9000e-003	124.3567
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	123.5618	123.5618	9.1700e-003	1.9000e-003	124.3567
Natural Gas Mitigated	0.0178	0.1525	0.0698	9.7000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	175.7342	175.7342	3.3700e-003	3.2200e-003	176.7785
Natural Gas Unmitigated	0.0178	0.1525	0.0698	9.7000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	175.7342	175.7342	3.3700e-003	3.2200e-003	176.7785

5.2 Energy by Land Use - Natural Gas

Unmitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr															
Apartment Low Rise	3.05243e+006	0.0165	0.1407	0.0599	9.0000e-004		0.0114	0.0114		0.0114	0.0114	0.0000	162.8890	162.8890	3.1200e-003	2.9900e-003	163.8570
Day-Care Center	240709	1.3000e-003	0.0118	9.9100e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.8452	12.8452	2.5000e-004	2.4000e-004	12.9215
Total		0.0178	0.1525	0.0698	9.7000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	175.7342	175.7342	3.3700e-003	3.2300e-003	176.7785

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr															
Apartment Low Rise	3.05243e+006	0.0165	0.1407	0.0599	9.0000e-004		0.0114	0.0114		0.0114	0.0114	0.0000	162.8890	162.8890	3.1200e-003	2.9900e-003	163.8570
Day-Care Center	240709	1.3000e-003	0.0118	9.9100e-003	7.0000e-005		9.0000e-004	9.0000e-004		9.0000e-004	9.0000e-004	0.0000	12.8452	12.8452	2.5000e-004	2.4000e-004	12.9215
Total		0.0178	0.1525	0.0698	9.7000e-004		0.0123	0.0123		0.0123	0.0123	0.0000	175.7342	175.7342	3.3700e-003	3.2300e-003	176.7785

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	632427	112.0635	8.3200e-003	1.7200e-003	112.7843
Day-Care Center	64890.6	11.4984	8.5000e-004	1.8000e-004	11.5723
Total		123.5618	9.1700e-003	1.9000e-003	124.3567

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	632427	112.0635	8.3200e-003	1.7200e-003	112.7843
Day-Care Center	64890.6	11.4984	8.5000e-004	1.8000e-004	11.5723
Total		123.5618	9.1700e-003	1.9000e-003	124.3567

6.0 Area Detail

6.1 Mitigation Measures Area

Use only Natural Gas Hearths

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr															
Mitigated	0.8263	0.0153	1.1147	7.0000e-005		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905
Unmitigated	0.8263	0.0153	1.1147	7.0000e-005		6.3700e-003	6.3700e-003		6.3700e-003	6.3700e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.8000e-004	2.4300e-003	1.0300e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.8089	2.8089	5.0000e-005	5.0000e-005	2.8256
Landscaping	0.0335	0.0128	1.1137	6.0000e-005		6.1800e-003	6.1800e-003		6.1800e-003	6.1800e-003	0.0000	1.8213	1.8213	1.7500e-003	0.0000	1.8650
Total	0.8262	0.0153	1.1147	8.0000e-005		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	2.8000e-004	2.4300e-003	1.0300e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.8089	2.8089	5.0000e-005	5.0000e-005	2.8256
Landscaping	0.0335	0.0128	1.1137	6.0000e-005		6.1800e-003	6.1800e-003		6.1800e-003	6.1800e-003	0.0000	1.8213	1.8213	1.7500e-003	0.0000	1.8650
Total	0.8262	0.0153	1.1147	8.0000e-005		6.3800e-003	6.3800e-003		6.3800e-003	6.3800e-003	0.0000	4.6302	4.6302	1.8000e-003	5.0000e-005	4.6905

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.0508	0.3281	7.9400e-003	27.6181
Unmitigated	17.0508	0.3281	7.9400e-003	27.6181

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	9.7731 / 6.1613	16.2922	0.3194	7.7200e-003	26.5793
Day-Care Center	0.264242 / 0.67948	0.7586	8.6600e-003	2.1000e-004	1.0388
Total		17.0508	0.3281	7.9300e-003	27.6181

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	9.7731 / 6.1613	16.2922	0.3194	7.7200e-003	26.5793
Day-Care Center	0.264242 / 0.67948	0.7586	8.6600e-003	2.1000e-004	1.0388
Total		17.0508	0.3281	7.9300e-003	27.6181

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	18.0439	1.0664	0.0000	44.7029
Unmitigated	18.0439	1.0664	0.0000	44.7029

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	69	14.0064	0.8278	0.0000	34.7002
Day-Care Center	19.89	4.0375	0.2386	0.0000	10.0027
Total		18.0439	1.0664	0.0000	44.7029

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	69	14.0064	0.8278	0.0000	34.7002
Day-Care Center	19.89	4.0375	0.2386	0.0000	10.0027
Total		18.0439	1.0664	0.0000	44.7029

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

MIDWAY VILLAGE PROJECT— AIR QUALITY MEMORANDUM

Appendix B
March 18, 2020

APPENDIX B

Construction Health Risk Assessment Files

Midway Village Project—All Off-site Receptors Scenario

Phase 1 — Demolition

Estimation of Annual On-site Construction Emissions

Phase 1 — Demolition

Start of Construction	1/15/2021	Total
End of Construction	2/1/2021	
Number of Days	17	
Number of Hours	408	
Number of Construction Days	12	
Number of Construction Hours (8 hours/day)	96	

Size of the construction area source: 15,556 sq-meters

Phase 1	Year	On-site Construction Activity	Unmitigated		Year	On-site Construction Activity	Mitigated	
			Onsite DPM (tons)	Onsite PM2.5 (tons)			Onsite DPM (tons)	Onsite PM2.5 (tons)

2021	On-Site Demolition	0.0087	0.0094	2021	On-Site Demolition	0.00037	0.00115
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Total Unmitigated DPM (On-site)

8.650E-03	tons
7.847E+03	grams
2.2706E-02	grams/sec
1.460E-06	grams/m2-sec

Total Mitigated DPM (On-site)

3.700E-04	tons
3.357E+02	grams
9.712E-04	grams/sec
6.244E-08	grams/m2-sec

Total Unmitigated PM2.5 (On-site)

9.430E-03	tons
8.555E+03	grams
2.475E-02	grams/sec
1.591E-06	grams/m2-sec

Total Mitigated PM2.5 (On-site)

1.150E-03	tons
1.043E+03	grams
3.019E-03	grams/sec
1.941E-07	grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 1—Construction Construction Area 1B (Phase 1)

Estimation of Annual On-site Construction Emissions

Phase 1—Construction

Start of Construction	2/2/2021	
End of Construction	12/20/2021	
Number of Days	321	Total
Number of Hours	7,704	321
Number of Construction Days	230	7,704
Number of Construction Hours (8 hours/day)	1,840	230
		1,840

Size of the construction area source:

15,604 sq-meters

Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 1	2021	0.0188	0.0635	2021	On-Site Site Preparation	0.00062	0.0453
Phase 1	2021	0.0104	0.0218	2021	On-Site Grading	0.00052	0.0119
Phase 1	2021	0.0710	0.0710	2021	On-Site Building Construction	0.00941	0.00941
Phase 1	2021	0.0061	0.0061	2021	On-Site Paving	0.0006	0.0006
Phase 1	2021	0.0017	0.0017	2021	On-Site Architectural Coating	0.00007	0.00007
Total Unmitigated DPM (On-site)		1.080E-01	tons	Total Mitigated DPM (On-site)		1.120E-02	tons
Average Emission		9.797E+04	grams	Average Emission		1.016E+04	grams
		1.479E-02	grams/sec			1.534E-03	grams/sec
		9.478E-07	grams/m2-sec			9.830E-08	grams/m2-sec
Total Unmitigated PM2.5 (On-site)		1.641E-01	tons	Total Mitigated PM2.5 (On-site)		6.726E-02	tons
Average Emission		1.489E+05	grams	Average Emission		6.102E+04	grams
		2.247E-02	grams/sec			9.212E-03	grams/sec
		1.440E-06	grams/m2-sec			5.903E-07	grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 2—Demolition

Demolition Area 2A (Part 1 of 2 Phase 2)

Estimation of Annual On-site Construction Emissions

Phase 2—Demolition

Start of Construction	9/1/2023	Total
End of Construction	10/5/2023	
Number of Days	34	
Number of Hours	816	
Number of Construction Days	25	
Number of Construction Hours (8 hours/day)	200	200

Size of the construction area source: 12,692 sq-meters

Year	On-site Construction Activity	Unmitigated		Year	On-site Construction Activity	Mitigated	
		Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)			Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
2023	On-Site Demolition	0.0116	0.0150	2023	On-Site Demolition	0.00077	0.00416

Demolition Area 2A (Part 1 of 2 Phase 2) 12691.9

Demolition Area 2A (Part 2 of 2 Phase 2) 4089

Part 1 Percent 0.756330113

Total Unmitigated DPM (On-site)

Average Emission

8.773E-03 tons
7.959E+03 grams
1.105E-02 grams/sec
8.710E-07 grams/m2-sec

Total Mitigated DPM (On-site)

Average Emission

5.824E-04 tons
5.283E+02 grams
7.338E-04 grams/sec
5.781E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

Average Emission

1.134E-02 tons
1.029E+04 grams
1.429E-02 grams/sec
1.126E-06 grams/m2-sec

Total Mitigated PM2.5 (On-site)

Average Emission

3.146E-03 tons
2.854E+03 grams
3.964E-03 grams/sec
3.123E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 2—Demolition

Demolition Area 2A (Part 2 of 2 Phase 2)

Estimation of Annual On-site Construction Emissions

Phase 2—Demolition

Start of Construction	9/1/2023	Total
End of Construction	10/5/2023	
Number of Days	34	
Number of Hours	816	
Number of Construction Days	25	
Number of Construction Hours (8 hours/day)	200	200

Size of the construction area source: 4,089 sq-meters

Year		On-site Construction Activity		Year		On-site Construction Activity		Mitigated Onsite DPM (tons)		Mitigated Onsite PM2.5 (tons)	
Phase 2	2023	On-Site Demolition		2023	On-Site Demolition			0.00077		0.00416	

Demolition Area 2A (Part 1 of 2 Phase 2) 12691.9

Demolition Area 2A (Part 2 of 2 Phase 2) 4089

Part 2 Percent 0.243669887

Total Unmitigated DPM (On-site)

Average Emission

2.827E-03 tons
2.564E+03 grams
3.561E-03 grams/sec
8.710E-07 grams/m2-sec

Total Mitigated DPM (On-site)

Average Emission

1.876E-04 tons
1.702E+02 grams
2.364E-04 grams/sec
5.781E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

Average Emission

3.655E-03 tons
3.316E+03 grams
4.605E-03 grams/sec
1.126E-06 grams/m2-sec

Total Mitigated PM2.5 (On-site)

Average Emission

1.014E-03 tons
9.196E+02 grams
1.277E-03 grams/sec
3.123E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 2—Construction

Construction Area 2B (Part 1 of 2 Phase 2)

Estimation of Annual On-site Construction Emissions

	Phase 2—Construction 10/15/2023 11/22/2023	Phase 2—Construction 11/26/2023 12/18/2023	Phase 2—Construction 12/20/2023 7/23/2024	Phase 2—Construction 8/3/2024 9/25/2024	
Start of Construction					
End of Construction					Total
Number of Days	38	22	216	53	329
Number of Hours	912	528	5,184	1,272	7,896
Number of Construction Days	28	16	155	38	237
Number of Construction Hours (8 hours/day)	224	128	1,240	304	1,896

Size of the construction area source:

7,417 sq-meters

Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Onsite DPM (tons)	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 2 2023	On-Site Site Preparation	0.0070	0.0081	2023	On-Site Site Preparation	0.0006	0.0006	0.0016
Phase 2 2023	On-Site Grading	0.0066	0.0188	2023	On-Site Grading	0.0004	0.0004	0.0126
Phase 2 2023	On-Site Building Construction	0.0024	0.0024	2023	On-Site Building Construction	0.0008	0.0008	0.0008
Phase 2 2024	On-Site Building Construction	0.0379	0.0379	2024	On-Site Building Construction	0.0124	0.0124	0.0124
Phase 2 2024	On-Site Paving	0.0064	0.0064	2024	On-Site Paving	0.0007	0.0007	0.0007
Phase 2 2024	On-Site Architectural Coating	0.0012	0.0012	2024	On-Site Architectural Coating	0.0001	0.0001	0.0001

Part 1 Percent

0.763045804

Total Unmitigated DPM (On-site)	0.763045804	Total Mitigated DPM (On-site)	1.144E-02	tons
Average Emission		Average Emission		
	4.247E+04 grams		1.038E+04 grams	
	6.223E-03 grams/sec		1.520E-03 grams/sec	
	8.391E-07 grams/m2-sec		2.050E-07 grams/m2-sec	
Total Unmitigated PM2.5 (On-site)	5.697E-02	Total Mitigated PM2.5 (On-site)	2.154E-02	tons
Average Emission		Average Emission		
	5.168E+04 grams		1.954E+04 grams	
	7.572E-03 grams/sec		2.863E-03 grams/sec	
	1.021E-06 grams/m2-sec		3.860E-07 grams/m2-sec	

Midway Village Project—All Off-site Receptors Scenario

Phase 2—Construction Construction Area 2B and 2B/3B (Part 2 of Phase 2)

Estimation of Annual On-site Construction Emissions

	Phase 2—Construction		Phase 2—Construction		Phase 2—Construction		Phase 2—Construction		Phase 2—Construction		Total
	10/15/2023	11/26/2023	12/18/2023	12/20/2023	7/23/2024	8/3/2024	9/25/2024				
Start of Construction	11/22/2023	12/22/2023	22	216	53	1,272	237				329
End of Construction	38	912	528	5,184	1,272	1,272	1,272				7,896
Number of Days	28	28	16	155	38	38	38				237
Number of Hours	224	224	128	1,240	304	304	304				1,896
Number of Construction Days											
Number of Construction Hours (8 hours/day)											

Size of the construction area source:

2,303 sq-meters

Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 2 2023	On-Site Site Preparation	0.0070	0.0081	2023	On-Site Site Preparation	0.0006	0.0016
Phase 2 2023	On-Site Grading	0.0066	0.0188	2023	On-Site Grading	0.0004	0.0126
Phase 2 2023	On-Site Building Construction	0.0024	0.0024	2023	On-Site Building Construction	0.0008	0.0008
Phase 2 2024	On-Site Building Construction	0.0379	0.0379	2024	On-Site Building Construction	0.0124	0.0124
Phase 2 2024	On-Site Paving	0.0064	0.0064	2024	On-Site Paving	0.0007	0.0007
Phase 2 2024	On-Site Architectural Coating	0.0012	0.0012	2024	On-Site Architectural Coating	0.0001	0.0001

Part 2 Percent

Total Unmitigated DPM (On-site)		0.236954196	Total Mitigated DPM (On-site)		3.552E-03	tons
Average Emission			Average Emission			
		1.319E+04 grams			3.222E+03 grams	
		1.932E-03 grams/sec			4.721E-04 grams/sec	
		8.391E-07 grams/m2-sec			2.050E-07 grams/m2-sec	
Total Unmitigated PM2.5 (On-site)		1.769E-02	Total Mitigated PM2.5 (On-site)		6.689E-03	tons
Average Emission			Average Emission			
		1.605E+04 grams			6.068E+03 grams	
		2.351E-03 grams/sec			8.891E-04 grams/sec	
		1.021E-06 grams/m2-sec			3.860E-07 grams/m2-sec	

Midway Village Project—All Off-site Receptors Scenario

Phase 3 — Demolition

Estimation of Annual On-site Construction Emissions

Phase 3—Demolition

Start of Construction	7/10/2025	Total
End of Construction	9/3/2025	55
Number of Days	55	1,320
Number of Hours	1,320	40
Number of Construction Days	40	320
Number of Construction Hours (8 hours/day)	320	

Size of the construction area source: 19,540 sq-meters

Year	On-site Construction Activity	Unmitigated		Year	On-site Construction Activity	Mitigated	
		Onsite DPM (tons)	Onsite PM2.5 (tons)			Onsite DPM (tons)	Onsite PM2.5 (tons)

Phase 3

2025

On-Site Demolition

0.0158

(tons)

0.0214

Onsite PM2.5 (tons)

2025

On-Site Demolition

0.00123

(tons)

0.00678

Onsite PM2.5 (tons)

Total Unmitigated DPM (On-site)

1.580E-02 tons

Average Emission

1.433E+04 grams

1.244E-02 grams/sec

6.367E-07 grams/m2-sec

Total Mitigated DPM (On-site)

1.230E-03 tons

Average Emission

1.116E+03 grams

9.686E-04 grams/sec

4.957E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

2.140E-02 tons

Average Emission

1.941E+04 grams

1.685E-02 grams/sec

8.624E-07 grams/m2-sec

Total Mitigated PM2.5 (On-site)

6.780E-03 tons

Average Emission

6.151E+03 grams

5.339E-03 grams/sec

2.732E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 3—Construction

Construction Area 3B (Phase 3)

Estimation of Annual On-site Construction Emissions

	Phase 3—Construction	Phase 3—Construction	Phase 3—Construction	Phase 3—Construction
Start of Construction	9/5/2025	11/1/2025	8/18/2026	
End of Construction	10/23/2025	8/7/2026	10/5/2026	Total
Number of Days	48	279	48	375
Number of Hours	1,152	6,696	1,152	9,000
Number of Construction Days	35	200	35	270
Number of Construction Hours (8 hours/day)	280	1,600	280	2,160

Size of the construction area source:

16,634 sq-meters

Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 3	On-Site Site Preparation	0.0175	0.0957	2025	On-Site Site Preparation	0.0011	0.0793
Phase 3	On-Site Grading	0.0101	0.0291	2025	On-Site Grading	0.0009	0.0198
Phase 3	On-Site Building Construction	0.0041	0.0041	2025	On-Site Building Construction	0.0007	0.0007
Phase 3	On-Site Building Construction	0.0355	0.0355	2026	On-Site Building Construction	0.0058	0.0058
Phase 3	On-Site Paving	0.0078	0.0078	2026	On-Site Paving	0.0012	0.0012
Phase 3	On-Site Architectural Coating	0.0009	0.0009	2026	On-Site Architectural Coating	0.0001	0.0001

Total Unmitigated DPM (On-site)

7.589E-02 tons

Total Mitigated DPM (On-site)

9.750E-03 tons

Average Emission

6.885E+04 grams
8.854E-03 grams/sec
5.323E-07 grams/m2-sec

Average Emission

8.845E+03 grams
1.137E-03 grams/sec
6.838E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

1.731E-01 tons

Total Mitigated PM2.5 (On-site)

1.069E-01 tons

Average Emission

1.570E+05 grams
2.019E-02 grams/sec
1.214E-06 grams/m2-sec

Average Emission

9.697E+04 grams
1.247E-02 grams/sec
7.497E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Demolition

Demolition Area 4A (Part 1 of 2 Phase 4)

Estimation of Annual On-site Construction Emissions

Phase 4—Demolition

Start of Construction	7/10/2025	Total
End of Construction	9/3/2025	
Number of Days	55	
Number of Hours	1,320	
Number of Construction Days	40	
Number of Construction Hours (8 hours/day)	320	320

Size of the construction area source:

4,641 sq-meters

Phase 4	Year	On-site Construction Activity	Unmitigated		Year	On-site Construction Activity	Mitigated	
			Onsite DPM (tons)	Onsite PM2.5 (tons)			Onsite DPM (tons)	Onsite PM2.5 (tons)
	2025	On-Site Demolition	0.0158	0.0171	2025	On-Site Demolition	0.00123	0.00253

Demolition Area 4A (Part 1 of 2 Phase 4)

4641.4

Demolition Area 4A (Part 2 of 2 Phase 4 – Phase 4/5)

10867

Part 1 Percent

0.299282969

Total Unmitigated DPM (On-site)

Total Mitigated DPM (On-site)

Average Emission

Average Emission

4.290E+03 grams
3.724E-03 grams/sec
8.023E-07 grams/m2-sec

3.681E-04

tons

3.340E+02 grams
2.899E-04 grams/sec
6.246E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

Total Mitigated PM2.5 (On-site)

Average Emission

Average Emission

4.643E+03 grams
4.030E-03 grams/sec
8.683E-07 grams/m2-sec

7.572E-04

tons

6.869E+02 grams
5.963E-04 grams/sec
1.285E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Demolition

Demolition Area 4A (Part 2 of 2 Phase 4 – Phase 4/5)

Estimation of Annual On-site Construction Emissions

Phase 4—Demolition

Start of Construction	7/10/2025	Total
End of Construction	9/3/2025	55
Number of Days	55	1,320
Number of Hours	1,320	40
Number of Construction Days	40	320
Number of Construction Hours (8 hours/day)	320	

Size of the construction area source:

10,867 sq-meters

Phase 4	Year	On-site Construction Activity	Unmitigated		Mitigated	
			Onsite DPM (tons)	Onsite PM2.5 (tons)	Onsite DPM (tons)	Onsite PM2.5 (tons)
	2025	On-Site Demolition	0.0158	0.0171	0.00123	0.00253

Demolition Area 4A (Part 1 of 2 Phase 4)

4641.4

Demolition Area 4A (Part 2 of 2 Phase 4 – Phase 4/5)

10867

Part 2 Percent

0.700717031

Total Unmitigated DPM (On-site)

Total Mitigated DPM (On-site)

Average Emission

Average Emission

1.107E-02 tons
1.004E+04 grams
8.719E-03 grams/sec
8.023E-07 grams/m2-sec

8.619E-04 tons
7.819E+02 grams
6.787E-04 grams/sec
6.246E-08 grams/m2-sec

Total Unmitigated PM2.5 (On-site)

Total Mitigated PM2.5 (On-site)

Average Emission

Average Emission

1.198E-02 tons
1.087E+04 grams
9.436E-03 grams/sec
8.683E-07 grams/m2-sec

1.773E-03 tons
1.608E+03 grams
1.396E-03 grams/sec
1.285E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Construction

Construction Area 4B and Area 2B/4B (Phase 4)

Estimation of Annual On-site Construction Emissions

	Phase 4—Construction		Phase 4—Construction		Phase 4—Construction	
	9/5/2025	11/1/2025	8/7/2026	8/18/2026	10/5/2026	
Start of Construction	10/23/2025	8/7/2026	279	48	375	Total
End of Construction	48	6,696	1,152	1,152	9,000	
Number of Days	35	200	35	35	270	
Number of Hours	280	1,600	280	280	2,160	
Number of Construction Days						
Number of Construction Hours (8 hours/day)						

Size of the construction area source:

11,650 sq-meters

	Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 4	2025	On-Site Site Preparation	0.0175	0.0957	2025	On-Site Site Preparation	0.0011	0.0793
Phase 4	2025	On-Site Grading	0.0101	0.0292	2025	On-Site Grading	0.0009	0.0199
Phase 4	2025	On-Site Building Construction	0.0041	0.0041	2025	On-Site Building Construction	0.0007	0.0007
Phase 4	2026	On-Site Building Construction	0.0355	0.0355	2026	On-Site Building Construction	0.0058	0.0058
Phase 4	2026	On-Site Paving	0.0092	0.0092	2026	On-Site Paving	0.0009	0.0009
Phase 4	2026	On-Site Architectural Coating	0.0009	0.0009	2026	On-Site Architectural Coating	0.0001	0.0001
Roadway Improvements	2025	On-Site Site Preparation	0.0001	0.0001	2025	On-Site Site Preparation	0.0000	0.0000
Roadway Improvements	2025	On-Site Grading	0.0002	0.0004	2025	On-Site Grading	0.0000	0.0002
Roadway Improvements	2025	On-Site Paving	0.0029	0.0029	2025	On-Site Paving	0.0008	0.0008
Part 1 Percent	0.456680505							
Total Unmitigated DPM (On-site)			3.674E-02	tons	Total Mitigated DPM (On-site)			4.690E-03 tons
Average Emission			3.333E+04 grams		Average Emission			4.255E+03 grams
			4.286E-03 grams/sec					5.472E-04 grams/sec
			3.679E-07 grams/m2-sec					4.697E-08 grams/m2-sec
Total Unmitigated PM2.5 (On-site)			8.127E-02	tons	Total Mitigated PM2.5 (On-site)			4.919E-02 tons
Average Emission			7.372E+04 grams		Average Emission			4.462E+04 grams
			9.481E-03 grams/sec					5.739E-03 grams/sec
			8.138E-07 grams/m2-sec					4.926E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Construction

Construction Area 4B (Phase 4)

Estimation of Annual On-site Construction Emissions

	Phase 4—Construction		Phase 4—Construction		Phase 4—Construction	
	9/5/2025	11/1/2025	8/7/2026	8/18/2026	10/5/2026	
Start of Construction	10/23/2025	8/7/2026	279	48		Total
End of Construction	48	279	6,696	1,152	375	375
Number of Days	1,152	6,696	200	35	9,000	9,000
Number of Hours	35	200	1,600	280	270	270
Number of Construction Days	280	1,600			2,160	2,160
Number of Construction Hours (8 hours/day)						

Size of the construction area source:

13,860 sq-meters

	Year	On-site Construction Activity	Unmitigated Onsite DPM (tons)	Unmitigated Onsite PM2.5 (tons)	Year	On-site Construction Activity	Mitigated Onsite DPM (tons)	Mitigated Onsite PM2.5 (tons)
Phase 4	2025	On-Site Site Preparation	0.0175	0.0957	2025	On-Site Site Preparation	0.00109	0.0793
Phase 4	2025	On-Site Grading	0.0101	0.0292	2025	On-Site Grading	0.00087	0.0199
Phase 4	2025	On-Site Building Construction	0.0041	0.0041	2025	On-Site Building Construction	0.00067	0.00067
Phase 4	2026	On-Site Building Construction	0.0355	0.0355	2026	On-Site Building Construction	0.00583	0.00583
Phase 4	2026	On-Site Paving	0.0092	0.0092	2026	On-Site Paving	0.0009	0.0009
Phase 4	2026	On-Site Architectural Coating	0.0009	0.0009	2026	On-Site Architectural Coating	0.00007	0.00007
Roadway Improvements	2025	On-Site Site Preparation	0.0001	0.0001	2025	On-Site Site Preparation	0.00001	0.00002
Roadway Improvements	2025	On-Site Grading	0.0002	0.0004	2025	On-Site Grading	0.00002	0.00021
Roadway Improvements	2025	On-Site Paving	0.0029	0.0029	2025	On-Site Paving	0.00081	0.00081
Part 2 Percent	0.543319495							
Total Unmitigated DPM (On-site)			4.371E-02	tons	Total Mitigated DPM (On-site)			5.580E-03 tons
Average Emission			3.965E+04 grams		Average Emission			5.062E+03 grams
			5.099E-03 grams/sec					6.510E-04 grams/sec
			3.679E-07 grams/m2-sec					4.697E-08 grams/m2-sec
Total Unmitigated PM2.5 (On-site)			9.668E-02	tons	Total Mitigated PM2.5 (On-site)			5.852E-02 tons
Average Emission			8.771E+04 grams		Average Emission			5.309E+04 grams
			1.128E-02 grams/sec					6.827E-03 grams/sec
			8.138E-07 grams/m2-sec					4.926E-07 grams/m2-sec

Midway Village Project—All Off-site Receptors Scenario

Phase 1—Demolition

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	1/15/2021	Total
End of Construction	2/1/2021	17
Number of Days		408
Number of Hours		12
Number of Construction Days		12
Number of Construction Hours (8 hours/day)		96
Phase 1		
2021		

Construction Trip Type												Demolition											
PM2.5 Fugitive												PM2.5 Exhaust											
Haul Truck		0.00027		0.00000		0.00019		0.00046		0.00005		Haul Truck		0.00000		0.00000		0.00005		Haul Truck		0.00032	
Vendor Truck		0.00000		0.00019		0.00046		0.00005		0.00000		Vendor Truck		0.00000		0.00019		0.00051		Vendor Truck		0.00000	
Worker		0.00019		0.00046		0.00005		0.00000		0.00000		Worker		0.00000		0.00019		0.00051		Worker		0.00019	
Total		0.00046		0.00005		0.00000		0.00000		0.00000		Total		0.00005		0.00019		0.00051		Total		0.00019	
PM2.5 Total												PM2.5 Total											
Total DPM												Total DPM											
Average Emissions												Average Emissions											
Grams		4.536E+01		1.312E-04		20		7.3		10.8		Grams		2.903E+02		8.400E-04		20		7.3		10.8	
Grams/sec		1.312E-04		20		7.3		10.8		10.8		Grams/sec		2.903E+02		8.400E-04		20		7.3		10.8	
Default Vehicle Travel Distance in CalEEMod												Default Vehicle Travel Distance in CalEEMod											
Vehicle Travel Distances in the Construction HRA (miles)												Vehicle Travel Distances in the Construction HRA (miles)											
Road Segment 1		0.467		0.467		0.472		0.467		0.467		Road Segment 1		0.467		0.472		0.467		0.467		0.467	
Road Segment 2		0.472		0.472		0.472		0.472		0.472		Road Segment 2		0.472		0.472		0.472		0.472		0.472	
Trip Distribution (percent)												Trip Distribution (percent)											
Road Segment 1		50%		50%		50%		50%		50%		Road Segment 1		50%		50%		50%		50%		50%	
Road Segment 2		50%		50%		50%		50%		50%		Road Segment 2		50%		50%		50%		50%		50%	
Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)												Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)											
Road Segment 1		7.661E-07		0.000E+00		0.000E+00		0.000E+00		0.000E+00		Road Segment 1		9.800E-06		0.000E+00		0.000E+00		1.078E-05		2.059E-05	
Road Segment 2		1.549E-06		0.000E+00		0.000E+00		0.000E+00		0.000E+00		Road Segment 2		9.916E-06		0.000E+00		0.000E+00		1.094E-05		2.082E-05	
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)												Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)											
Road Segment 1		5.837E-07		0.000E+00		0.000E+00		0.000E+00		0.000E+00		Road Segment 1		3.736E-06		0.000E+00		0.000E+00		4.108E-06		7.843E-06	
Road Segment 2		5.902E-07		0.000E+00		0.000E+00		0.000E+00		0.000E+00		Road Segment 2		3.777E-06		0.000E+00		0.000E+00		4.133E-06		7.931E-06	
Total												Total											
1.174E-06												1.174E-06											
Total												Total											
1.577E-05												1.577E-05											

Midway Village Project—All Off-site Receptors Scenario

Phase 1—Construction

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	2/2/2021	Total
End of Construction	12/20/2021	321
Number of Days	321	7,704
Number of Hours	7,704	230
Number of Construction Days	230	1,840
Number of Construction Hours (8 hours/day)	1,840	

	Construction Trip Type	Phase 1				Phase 2				Phase 3						
		Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Site Preparation	Grading	Building Construction	Paving	Architectural Coating
PM2.5 Fugitive	Haul Truck	0.00007	0.00000	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
PM2.5 Fugitive	Vendor Truck	0.00000	0.00000	0.00528	0.00009	0.00000	0.00000	0.00528	0.00000	0.00000	0.00000	0.00000	0.00000	0.00528	0.00009	0.00000
PM2.5 Fugitive	Worker	0.00338	0.00331	0.02730	0.00948	0.01110	0.00000	0.00331	0.02730	0.00948	0.01110	0.00000	0.00331	0.02730	0.00948	0.01110
PM2.5 Fugitive	Total	0.00045	0.00331	0.03360	0.00957	0.00117	0.00000	0.00331	0.03360	0.00957	0.00117	0.00000	0.00331	0.03360	0.00957	0.00117
PM2.5 Exhaust	Haul Truck	0.00001	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00001	0.00000	0.00000	0.00000	0.00000	0.00001
PM2.5 Exhaust	Vendor Truck	0.00000	0.00000	0.00064	0.00001	0.00000	0.00000	0.00064	0.00001	0.00000	0.00000	0.00000	0.00000	0.00064	0.00001	0.00000
PM2.5 Exhaust	Worker	0.00001	0.00001	0.00058	0.00002	0.00001	0.00000	0.00058	0.00002	0.00001	0.00000	0.00000	0.00001	0.00058	0.00002	0.00001
PM2.5 Exhaust	Total	0.00002	0.00001	0.00122	0.00002	0.00003	0.00000	0.00122	0.00002	0.00003	0.00000	0.00000	0.00003	0.00122	0.00002	0.00003
PM2.5 Total	Haul Truck	0.00009	0.00000	0.00000	0.00000	0.00009	0.00000	0.00000	0.00000	0.00000	0.00009	0.00000	0.00000	0.00000	0.00000	0.00009
PM2.5 Total	Vendor Truck	0.00000	0.00000	0.00592	0.00010	0.00000	0.00000	0.00592	0.00010	0.00000	0.00000	0.00000	0.00000	0.00592	0.00010	0.00000
PM2.5 Total	Worker	0.00332	0.00332	0.02790	0.00949	0.01112	0.00000	0.00332	0.02790	0.00949	0.01112	0.00000	0.00332	0.02790	0.00949	0.01112
PM2.5 Total	Total	0.00048	0.00332	0.03380	0.00959	0.00121	0.00000	0.00332	0.03380	0.00959	0.00121	0.00000	0.00332	0.03380	0.00959	0.00121

	Haul Truck (tons)	Vendor Truck (tons)	Worker (tons)	Total (tons)
	2,000-05	6,500-04	6,300-04	1,300E-03
Total DPM:			Checking Total	1,300E-03

Average Emissions	Grams	1.814E+01	5.897E+02	5.715E+02
	Grams/sec	2.739E-06	8.902E-05	8.628E-05
Default Vehicle Travel Distance in CalEEMod		20	7.3	10.8

Vehicle Travel Distances in the Construction HRA (miles)				
Road Segment 1	0.47	0.47	0.47	0.47 miles
Road Segment 2	0.47	0.47	0.47	0.47 miles
Trip Distribution (percent)				
Road Segment 1	50%	50%	50%	50%
Road Segment 2	50%	50%	50%	50%
Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				
Road Segment 1	1.59E-08	2.847E-06	1.865E-06	4.778E-06
Road Segment 2	3.233E-08	2.879E-06	1.886E-06	4.797E-06
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)				
Road Segment 1	1.167E-07	2.079E-05	1.362E-05	3.453E-05
Road Segment 2	2.361E-07	2.102E-05	1.377E-05	3.503E-05
			Total	6.956E-05

Haul Truck	Vendor Truck	Worker	Total
(tons)	(tons)	(tons)	(tons)
1.800E+04	6.020E+03	3.022E+02	3.642E+02
		Checking Total	3.640E+02

Grams	Grams/sec	Default Vehicle Travel Distance in CalEEMod
1.63E+02	5.46E+03	7.3
2.48E+05	8.24E+04	10.8
2.74E+04	4.13E+03	

Vehicle Travel Distances in the Construction HRA (miles)						
Road Segment 1	0.47	0.47	0.47	0.47	miles	
Road Segment 2	0.47	0.47	0.47	0.47	miles	
Trip Distribution (percent)						
Road Segment 1	50%	50%	50%	50%		
Road Segment 2	50%	50%	50%	50%		
Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)						Total
Road Segment 1	2.878E-07	2.637E-05	8.947E-05	8.947E-05	1.161E-04	
Road Segment 2	2.930E-07	2.666E-05	9.047E-05	9.047E-05	1.174E-04	
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)						Total
Road Segment 1	2.101E-06	1.925E-04	6.533E-04	6.533E-04	8.489E-04	
Road Segment 2	2.125E-06	1.947E-04	6.606E-04	6.606E-04	8.574E-04	
					Total	1.709E-03

Construction Health Risk Assess

Midway Village Project—All Off-site Receptors Scenario

Phase 2—Demolition

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	9/1/2023	Total
End of Construction	10/5/2023	34
Number of Days	34	816
Number of Hours		25
Number of Construction Days		200
Number of Construction Hours (8 hours/day)		

Phase 2
2023

Construction Trip Type

PM2.5 Fugitive
PM2.5 Exhaust
PM2.5 Fugitive
PM2.5 Exhaust
PM2.5 Exhaust
PM2.5 Exhaust
PM2.5 Total
PM2.5 Total
PM2.5 Total

Haul Truck	Demolition
Vendor Truck	0.00108
Worker	0.00000
Total	0.00039
	0.00147
Haul Truck	0.00008
Vendor Truck	0.00000
Worker	0.00001
Total	0.00009
Haul Truck	0.00117
Vendor Truck	0.00000
Worker	0.00040
Total	0.00157

Total DPM

Average Emissions

Total PM2.5 Total

Average Emissions

Grams
Grams/sec

Default Vehicle Travel Distance in CalEEMod

Haul Truck
(tons)

Vendor Truck
(tons)

Worker
(tons)

Total
(tons)

Checking Total

Checking Total

Vehicle Travel Distances in the Construction HRA (miles)

Road Segment 1
Road Segment 2

Trip Distribution (percent)

Road Segment 1
Road Segment 2

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)

Road Segment 1
Road Segment 2

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)

Road Segment 1
Road Segment 2

Vehicle Travel Distances in the Construction HRA (miles)

Road Segment 1
Road Segment 2

Trip Distribution (percent)

Road Segment 1
Road Segment 2

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)

Road Segment 1
Road Segment 2

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)

Road Segment 1
Road Segment 2

Phase 2—Construction

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Project Overview and Construction Schedule									
Start of Construction		10/15/2023	11/26/2023	12/20/2023	8/3/2024	Total			
End of Construction		11/27/2023	12/18/2023	1/2/2024	9/25/2024				
Number of Days		38	22	216	53	329			
Number of Hours		912	528	5,184	1,272	7,896			
Number of Construction Days		28	16	155	38	237			
Number of Construction Hours (8 hours/day)		224	128	1,240	304	1,896			
Construction Phase Details									
Construction Trip Type	Phase 2	Phase 2	Phase 2	Phase 2	Phase 2	Phase 2			
	2023	2023	2023	2023	2024	2024			
PM2.5 Fugitive	Haul Truck	Site Preparation	Grading	Building Construction	Building Construction	Paving	Architectural Coating		
	Vendor Truck	0.00006	0.00363	0.00000	0.00000	0.00000	0.00006		
	Worker	0.00000	0.00000	0.00018	0.00333	0.00013	0.00000		
	Total	0.00023	0.00025	0.00106	0.01960	0.00055	0.00100		
PM2.5 Exhaust	Haul Truck	0.00029	0.00388	0.00124	0.02290	0.00668	0.00106		
	Vendor Truck	0.00000	0.00028	0.00000	0.00000	0.00000	0.00000		
	Worker	0.00000	0.00000	0.00001	0.00017	0.00001	0.00000		
	Total	0.00029	0.00001	0.00002	0.00039	0.00002	0.00002		
PM2.5 Total	Haul Truck	0.00006	0.00391	0.00000	0.00000	0.00000	0.00006		
	Vendor Truck	0.00000	0.00000	0.00019	0.00350	0.00014	0.00000		
	Worker	0.00024	0.00026	0.00109	0.02000	0.00056	0.00101		
	Total	0.00030	0.00417	0.00128	0.02350	0.00070	0.00107		
Total DPM									
Average Emissions	Haul Truck (tons)	2.800E-04	1.900E-04	4.500E-04	9.200E-04	Total PM2.5 Total			
	Vendor Truck (tons)	2.540E-02	1.724E-02	4.082E-02	9.200E-04				
	Worker (tons)	3.721E-05	2.525E-05	5.981E-05	9.200E-04				
	Total (tons)	2.316E-02	2.316E-02	2.316E-02	2.316E-02	Checking Total			
Average Emissions									
Average Emissions	Grams	2.540E-02	1.724E-02	4.082E-02	Grams				
	Grams/sec	3.721E-05	2.525E-05	5.981E-05	Grams/sec				
	Default Vehicle Travel Distance in CalEEMod	20	7.3	10.8	Default Vehicle Travel Distance in CalEEMod				
	Vehicle Travel Distances in the Construction HRA (miles)	0.47	0.47	0.47	Vehicle Travel Distances in the Construction HRA (miles)				
Trip Distribution (percent)	Road Segment 1	0.47	0.47	0.47	Road Segment 1				
	Road Segment 2	0.47	0.47	0.47	Road Segment 2				
	Trip Distribution (percent)	50%	50%	50%	Trip Distribution (percent)				
	Road Segment 2	50%	50%	50%	Road Segment 2				
Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)									
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)	Road Segment 1	2.172E-07	8.077E-07	1.293E-06	Road Segment 1				
	Road Segment 2	4.393E-07	8.167E-07	1.307E-06	Road Segment 2				
	Total	2.172E-07	8.077E-07	1.293E-06	Total				
	Total	2.172E-07	8.077E-07	1.293E-06	Total				
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)									
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)	Road Segment 1	1.634E-06	6.077E-06	9.728E-06	Road Segment 1				
	Road Segment 2	3.305E-06	6.145E-06	9.837E-06	Road Segment 2				
	Total	1.634E-06	6.077E-06	9.728E-06	Total				
	Total	1.634E-06	6.077E-06	9.728E-06	Total				
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)									
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)	Road Segment 1	1.634E-06	6.077E-06	9.728E-06	Road Segment 1				
	Road Segment 2	3.305E-06	6.145E-06	9.837E-06	Road Segment 2				
	Total	1.634E-06	6.077E-06	9.728E-06	Total				
	Total	1.634E-06	6.077E-06	9.728E-06	Total				

Midway Village Project—All Off-site Receptors Scenario

Phase 3—Demolition

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	7/10/2025	Total
End of Construction	9/3/2025	55
Number of Days	55	1,320
Number of Hours	1,320	40
Number of Construction Days	40	320
Number of Construction Hours (8 hours/day)	320	

Phase 3
2025

Construction Trip Type

PM2.5 Fugitive
PM2.5 Exhaust
PM2.5 Fugitive
PM2.5 Exhaust
PM2.5 Exhaust
PM2.5 Exhaust
PM2.5 Total
PM2.5 Total
PM2.5 Total

Haul Truck	Demolition
Vendor Truck	0.00176
Worker	0.00000
Total	0.00083
	0.00239
Haul Truck	0.00013
Vendor Truck	0.00000
Worker	0.00001
Total	0.00014
Haul Truck	0.00189
Vendor Truck	0.00000
Worker	0.00064
Total	0.00253

Total DPM

Total PM2.5 Total

Average Emissions

Average Emissions

Grams
Grams/sec

Default Vehicle Travel Distance in CalEEMod

20

7.3

10.8

1.79E-02

1.024E-04

1.30E-04

1.400E-04

1.400E-04

1.179E-02

9.072E+00

7.875E-06

1.000E-05

1.000E+00

0.000E+00

0.000E+00

0.000E+00

6.400E-04

2.530E-03

2.530E-03

Vehicle Travel Distances in the Construction HRA (miles)

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

0.47

Trip Distribution (percent)

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

50%

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)

5.976E-07

1.208E-06

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)

7.588E-07

1.535E-06

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

0.000E+00

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)

2.162E-07

2.186E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

2.162E-07

Midway Village Project—All Off-site Receptors Scenario

Phase 3—Construction

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Construction Schedule and Emissions Data											
Start of Construction		9/5/2025		11/1/2025		8/18/2026		Total			
End of Construction		10/23/2025		8/7/2026		10/5/2026					
Number of Days		48		279		48		375			
Number of Hours		1,152		6,696		1,152		9,000			
Number of Construction Days		35		200		35		270			
Number of Construction Hours (8 hours/day)		280		1,600		280		2,160			
		Phase 3 2025		Phase 3 2025		Phase 3 2026		Phase 3 2026			
Construction Trip Type		Site		Grading		Building Construction		Paving		Architectural Coating	
PM2.5 Fugitive	Haul Truck	0.00007		0.00000		0.00000		0.00000		0.00007	
	Vendor Truck	0.00000		0.00000		0.00042		0.00018		0.00000	
	Worker	0.00000		0.00000		0.00052		0.00010		0.00084	
	Total	0.00073		0.00052		0.00261		0.00119		0.00091	
PM2.5 Exhaust	Haul Truck	0.00001		0.00000		0.00000		0.00000		0.00001	
	Vendor Truck	0.00000		0.00000		0.00002		0.00018		0.00000	
	Worker	0.00001		0.00001		0.00004		0.00036		0.00002	
	Total	0.00002		0.00001		0.00006		0.00054		0.00003	
PM2.5 Total	Haul Truck	0.00008		0.00000		0.00000		0.00000		0.00008	
	Vendor Truck	0.00000		0.00000		0.00045		0.00388		0.00019	
	Worker	0.00067		0.00053		0.00223		0.001940		0.00086	
	Total	0.00075		0.00053		0.00268		0.002330		0.00121	
Total DPM	Haul Truck	2.000E-05		2.100E-04		4.600E-04		6.900E-04		Total PM2.5 Total	
	Worker	4.600E-04		6.900E-04		6.900E-04		6.900E-04		Average Emissions	
Average Emissions	Grams	1.844E+01		1.905E+02		4.173E+02		Grams		Checking Total	
	Grams/sec	2.333E-06		2.450E-05		5.367E-05		5.367E-05		Checking Total	
		20		7.3		10.8		Default Vehicle Travel Distance in CalEEMod		2.941E+02	
		Vehicle Travel Distances in the Construction HRA (miles)		Road Segment 1		Road Segment 2		Road Segment 1		Road Segment 2	
		0.47		0.47		0.47		0.47		0.47	
		Trip Distribution (percent)		Road Segment 1		Road Segment 2		Road Segment 1		Road Segment 2	
		50%		50%		50%		50%		50%	
		Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)		Road Segment 1		Road Segment 2		Road Segment 1		Road Segment 2	
		1.362E-08		7.836E-07		1.160E-06		2.179E-07		1.687E-05	
		2.754E-08		7.923E-07		1.173E-06		2.203E-07		1.705E-05	
		Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)		Road Segment 1		Road Segment 2		Road Segment 1		Road Segment 2	
		1.167E-07		6.717E-06		9.945E-06		1.888E-06		1.446E-04	
		2.361E-07		6.792E-06		1.006E-05		1.708E-05		1.462E-04	
		Total		3.386E-05		Total		1.957E-06		Total	
		1.957E-06		1.993E-06		1.993E-06		1.993E-06		7.941E-05	
		8.029E-05		6.222E-05		6.302E-05		6.302E-05		8.029E-05	
		Total		5.342E-04		6.882E-04		5.342E-04		6.882E-04	
		1.369E-03		5.402E-04		5.402E-04		5.402E-04		5.402E-04	
		Total		1.369E-03		1.369E-03		1.369E-03		1.369E-03	

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Demolition

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	7/10/2025	Total
End of Construction	9/3/2025	55
Number of Days	55	1,320
Number of Hours	1,320	40
Number of Construction Days	40	320
Number of Construction Hours (8 hours/day)	320	

Phase 4
2025

Construction Trip Type

Demolition

Haul Truck	0.00044
Vendor Truck	0.00000
Worker	0.00063
Total	0.00107
Haul Truck	0.00003
Vendor Truck	0.00000
Worker	0.00001
Total	0.00004
Haul Truck	0.00047
Vendor Truck	0.00000
Worker	0.00064
Total	0.00111

Total DPM	Total PM2.5 Total		Haul Truck (tons)		Vendor Truck (tons)		Worker (tons)		Haul Truck (tons)		Vendor Truck (tons)		Worker (tons)		Total	
	4.000E-05		3.000E-05		0.000E+00		1.000E-05		4.700E-04		0.000E+00		6.400E-04		1.110E-03	
	Checking Total		4.000E-05		Checking Total		4.000E-05		4.700E-04		0.000E+00		6.400E-04		1.110E-03	
Average Emissions	Average Emissions		Grams		Grams/sec		Grams		Grams/sec		Grams		Grams/sec		Total	
	9.072E+00		9.072E+00		0.000E+00		0.000E+00		4.264E+02		0.000E+00		5.806E+02		1.110E-03	
	7.875E-06		7.875E-06		0.000E+00		0.000E+00		3.701E-04		0.000E+00		5.040E-04		1.110E-03	
Default Vehicle Travel Distance in CalEEMod																
20																
7.3																
10.8																
Vehicle Travel Distances in the Construction HRA (miles)																
Road Segment 1																
0.47																
Road Segment 2																
0.47																
Trip Distribution (percent)																
Road Segment 1																
50%																
Road Segment 2																
50%																
50%																
50%																
Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)																
Road Segment 1																
1.379E-07																
Road Segment 2																
2.789E-07																
0.000E+00																
0.000E+00																
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)																
Road Segment 1																
1.731E-07																
Road Segment 2																
3.541E-07																
0.000E+00																
0.000E+00																
Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)																
Road Segment 1																
2.162E-07																
Road Segment 2																
2.186E-07																
0.000E+00																
0.000E+00																
Total																
9.640E-07																
1.384E-05																
1.932E-05																
1.399E-05																
1.954E-05																
0.000E+00																
0.000E+00																
Total																
3.886E-05																

Midway Village Project—All Off-site Receptors Scenario

Phase 4—Construction

Estimation of Annual Offsite Construction DPM Emissions (No Mitigation)

Start of Construction	9/5/2025	11/1/2025	8/18/2026
End of Construction	10/23/2025	8/7/2026	10/5/2026
Number of Days	48	279	48
Number of Hours	1,152	6,696	1,152
Number of Construction Days	35	200	35
Number of Construction Hours (8 hours/day)	280	1,600	280

	Construction Trip Type	Phase 4		
		2025	2025	2026
PM2.5 Fugitive	Site Preparation			
	Haul Truck	0.0007	0.00877	0.0000
	Vendor Truck	0.0000	0.00000	0.0000
	Worker	0.00066	0.00032	0.00311
PM2.5 Exhaust	Total	0.00073	0.00929	0.00222
				0.00258
	Haul Truck	0.00000	0.00063	0.00000
	Vendor Truck	0.00000	0.00000	0.00015
PM2.5 Exhaust	Worker	0.00001	0.00001	0.00037
	Total	0.00001	0.00064	0.00006
PM2.5 Total	Haul Truck	0.00007	0.00940	0.00000
	Vendor Truck	0.00000	0.00000	0.00037
	Worker	0.00067	0.00053	0.00227
	Total	0.00074	0.00993	0.00264

Total DPM	Haul Truck (tons)	Vendor Truck (tons)	Worker (tons)	Total (tons)
	6.300E-04	1.800E-04	4.700E-04	1.280E-03
	Checking Total			1.280E-03

Average Emissions	Grams	5.715E+02	1.633E+02	4.264E+02
	Grams/sec	7.350E-05	2.100E-05	5.483E-05
	Default Vehicle Travel Distance in CalEEMod	20	7.3	10.8

Vehicle Travel Distances in the Construction HRA (miles)			
Road Segment 1	0.47	0.47	0.47
Road Segment 2	0.47	0.47	0.47
Trip Distribution (percent)			
Road Segment 1	50%	50%	50%
Road Segment 2	50%	50%	50%

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)			
Road Segment 1	4.290E-07	6.716E-07	1.185E-06
Road Segment 2	8.676E-07	6.792E-07	1.199E-06
Total			2.286E-06

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)			
Road Segment 1	3.677E-06	5.757E-06	1.016E-05
Road Segment 2	7.437E-06	5.821E-06	1.027E-05
Total			4.313E-05

	Phase 4	Phase 4	Phase 4
	2026	2026	2026
Total	375	9,000	2,160

PM2.5 Fugitive	Site Preparation		
	Grading	0.00003	0.00000
	Vendor Truck	0.00000	0.00000
	Worker	0.00002	0.00053
PM2.5 Exhaust	Total	0.00002	0.00061
			0.00000
	Grading	0.00000	0.00000
	Vendor Truck	0.00000	0.00000
PM2.5 Exhaust	Worker	0.00001	0.00001
	Total	0.00001	0.00001
PM2.5 Total	Haul Truck	0.00000	0.00003
	Vendor Truck	0.00000	0.00006
	Worker	0.00002	0.00054
	Total	0.00002	0.00063

Total PM2.5 Total	Haul Truck (tons)	Vendor Truck (tons)	Worker (tons)	Total (tons)
	9.600E-03	3.880E-03	2.551E-02	3.899E-02
	Checking Total			3.899E-02

Average Emissions	Grams	8.709E-03	3.520E+03	2.314E+04
	Grams/sec	1.120E-03	4.527E-04	2.976E-03
	Default Vehicle Travel Distance in CalEEMod	20	7.3	10.8

Vehicle Travel Distances in the Construction HRA (miles)			
Road Segment 1	0.47	0.47	0.47
Road Segment 2	0.47	0.47	0.47
Trip Distribution (percent)			
Road Segment 1	50%	50%	50%
Road Segment 2	50%	50%	50%

Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)			
Road Segment 1	1.307E-05	1.448E-05	6.434E-05
Road Segment 2	1.322E-05	1.464E-05	6.506E-05
Total			9.189E-05

Total Average Offsite Vehicle Emissions Along Travel Distance (tons/year)			
Road Segment 1	1.121E-04	1.241E-04	5.515E-04
Road Segment 2	1.133E-04	1.255E-04	5.577E-04
Total			1.584E-03

OEHHA Cancer/BAAQMD Risk Methodology

$$\text{Cancer Risk} = \text{DPM} \times \text{CPF} \times \text{ASF} \times \text{DBR} \times \text{ED} \times \text{EF} \times \text{TAH} \times \text{AF} / \text{AT}$$

Cancer Risk = probability of an individual contracting cancer out of a population of 1 million people over a lifetime exposure duration of 30 years

DPM = long-term average concentration of diesel PM as predicted by the air dispersion model (ug/m3)

CPF = cancer potency factor for DPM (mg.ke-day)

ASF = age sensitivity factors that are dependent on the age of the exposed individual (unitless)

DBR = daily breathing rates that are dependent on the age of the exposed individual (liters/kg-day)

ED = exposure duration (years)

EF = exposure frequency (days/year)

TAH = time at home factors that are dependent on the age of the exposed individual (%)

AT = averaging time over the lifetime of an individual (days)




AF = adjustment factor for workers and students (unitless)

Cancer Risk Equation Values as recommended by the California Office of Environmental Health Hazards Assessment

Summary of Each Scenario Analyzed

Scenario	Description of Scenario
Scenario 1: All Off-site Receptors	All Off-site Receptors: Exposed to Phases 1+2+3+4 Demolition and Phases 1+2+3+4 Construction
Scenario 2: Existing Phase 2 Receptors	Existing Phase 2 Receptors: Exposed to Phase 1 Demolition and Phase 1 Construction
Scenario 3: Existing Phase 3 Receptors	Existing Phase 3 Receptors: Exposed to Phases 1+2 Demolition and Phases 1+2 Construction
Scenario 4: Existing Phase 4 Receptors	Existing Phase 4 Receptors: Exposed to Phases 1+2+3 Demolition and Phases 1+2+3 Construction
Scenario 5: New Phase 1 Receptors	New Phase 1 Receptors: Exposed to Phases 2+3+4 Demolition and Phases 2+3+4 Construction
Scenario 6: New Phase 2 Receptors	New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction
Scenario 7: New Phase 3 Receptors	New Phase 3 Receptors: Exposed to Phase 4 Demolition and Phase 4 Construction
Source: Appendix B.	

Images showing the receptors analyzed in each of the seven scenarios are included below. The following legend corresponds with the graphics used in Figure 1 through Figure 10.

Legend	
	Receptor
	On-site construction area source (construction areas and demolition areas are included as on-site construction area sources)
	Line volume source (construction off-site vehicle travel)

Scenario 1: All Off-site Receptors

All Off-site Receptors: Exposed to Phases 1+2+3+4 Demolition and Phases 1+2+3+4 Construction

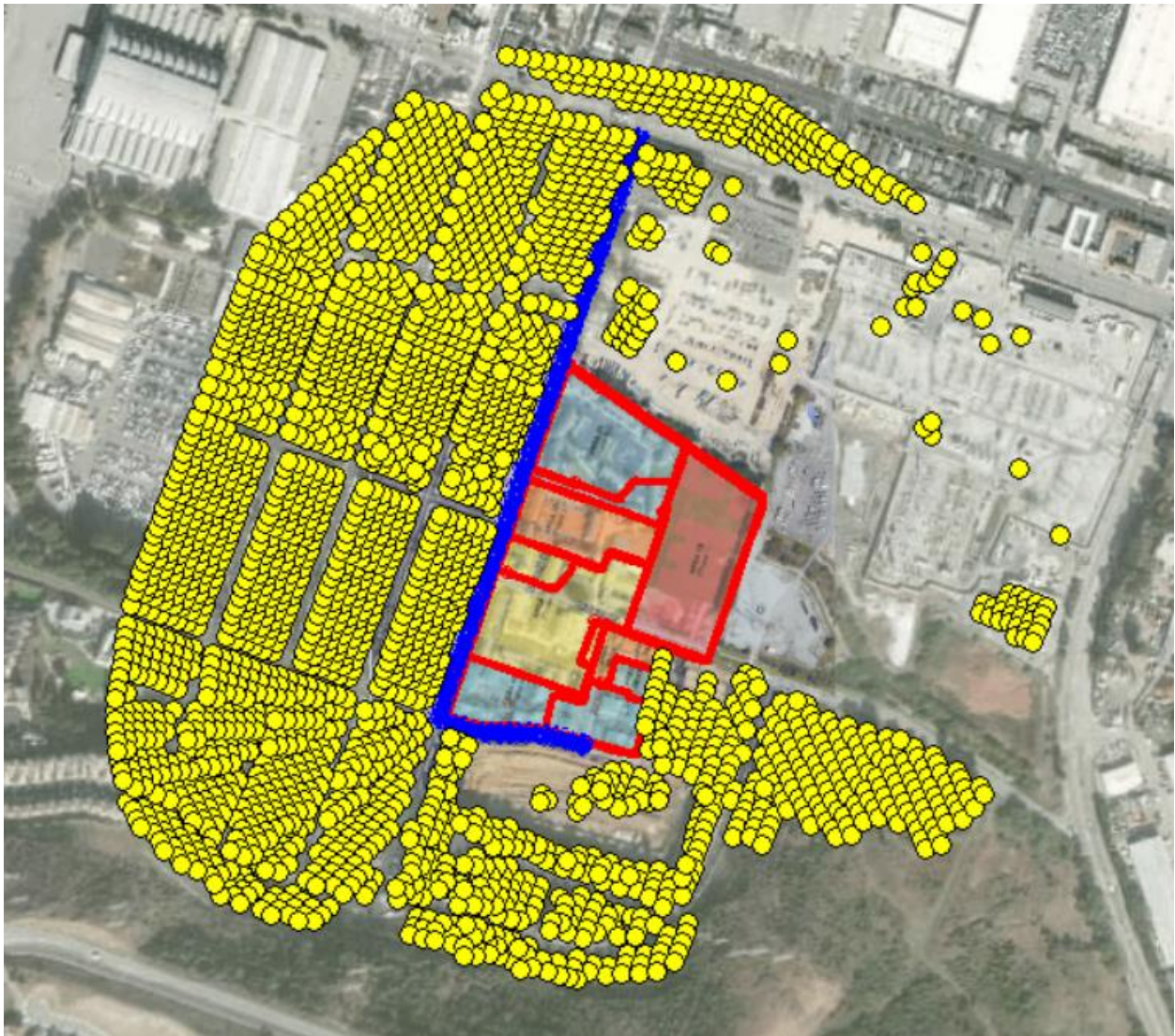


Figure 1 Scenario 1: All Off-site Receptors

Scenario 2: Existing Phase 2 Receptors

Existing Phase 2 Receptors: Exposed to Phase 1 Demolition and Phase 1 Construction



Figure 2 Scenario 2 with Construction Map as a Base Map



Figure 3 Scenario 2 with Demolition Map as a Base Map

Scenario 3: Existing Phase 3 Receptors

Existing Phase 3 Receptors: Exposed to Phases 1+2 Demolition and Phases 1+2 Construction

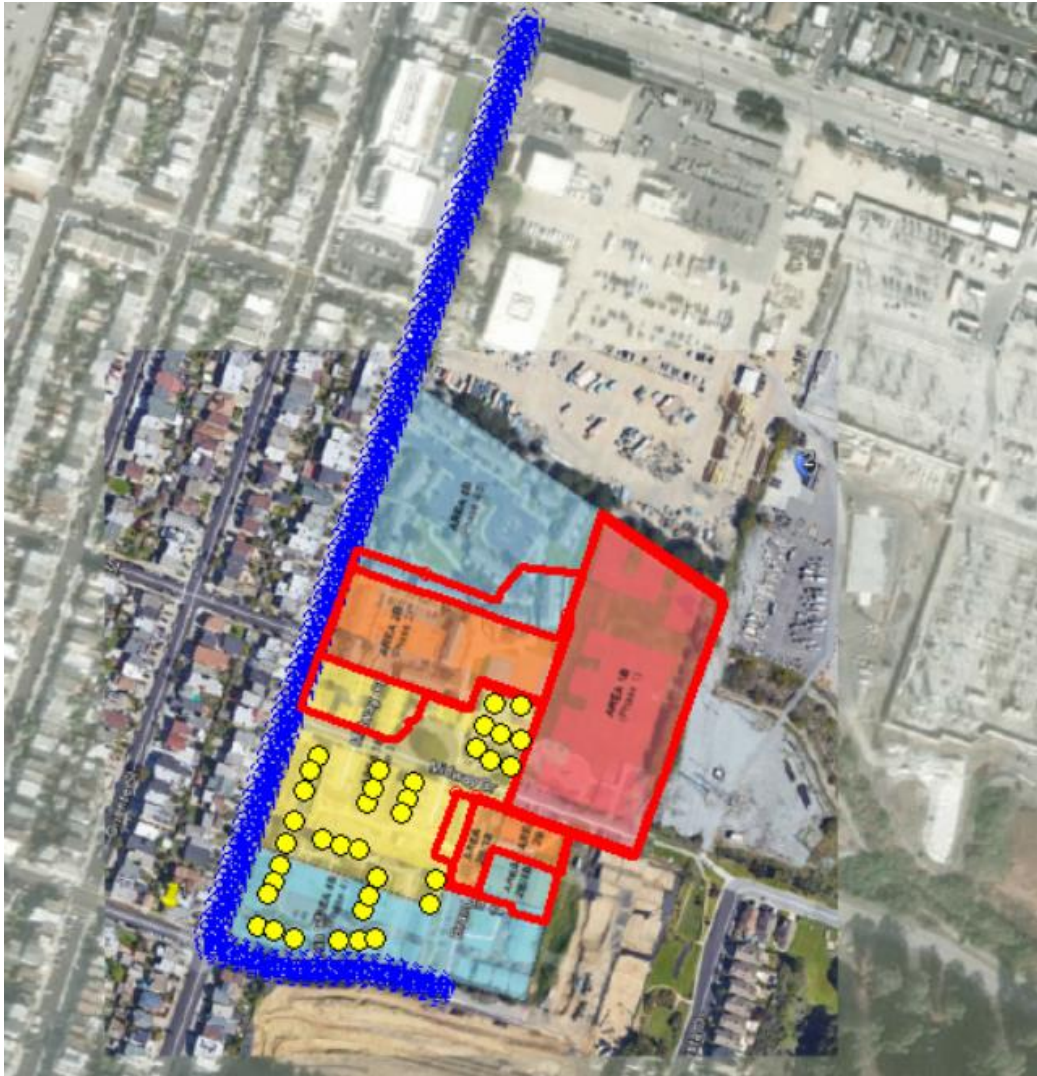


Figure 4 Scenario 3 with Construction Map as a Base Map

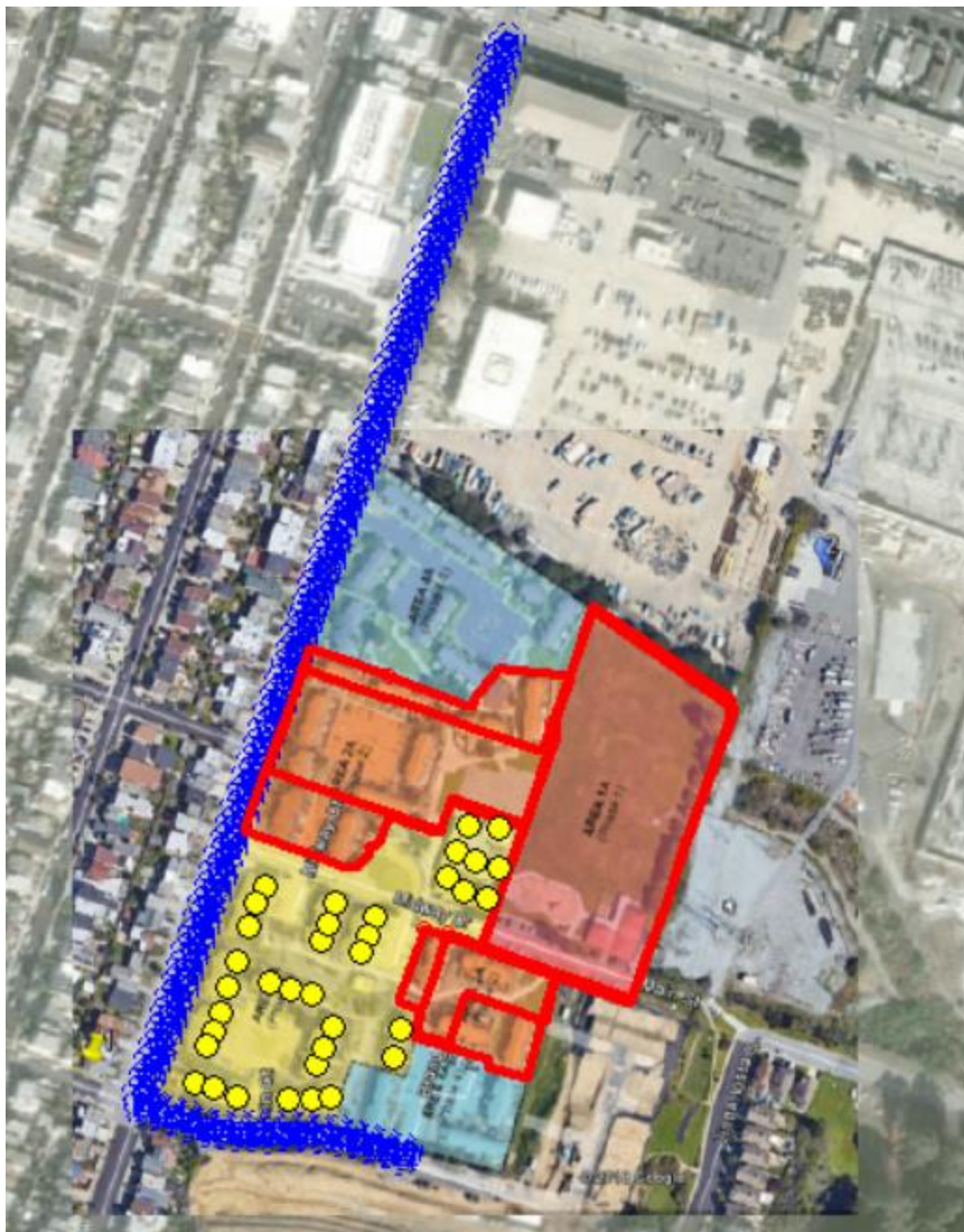


Figure 5 Scenario 3 with Demolition Map as a Base Map

Scenario 4: Existing Phase 4 Receptors

Existing Phase 4 Receptors: Exposed to Phases 1+2+3 Demolition and Phases 1+2+3 Construction

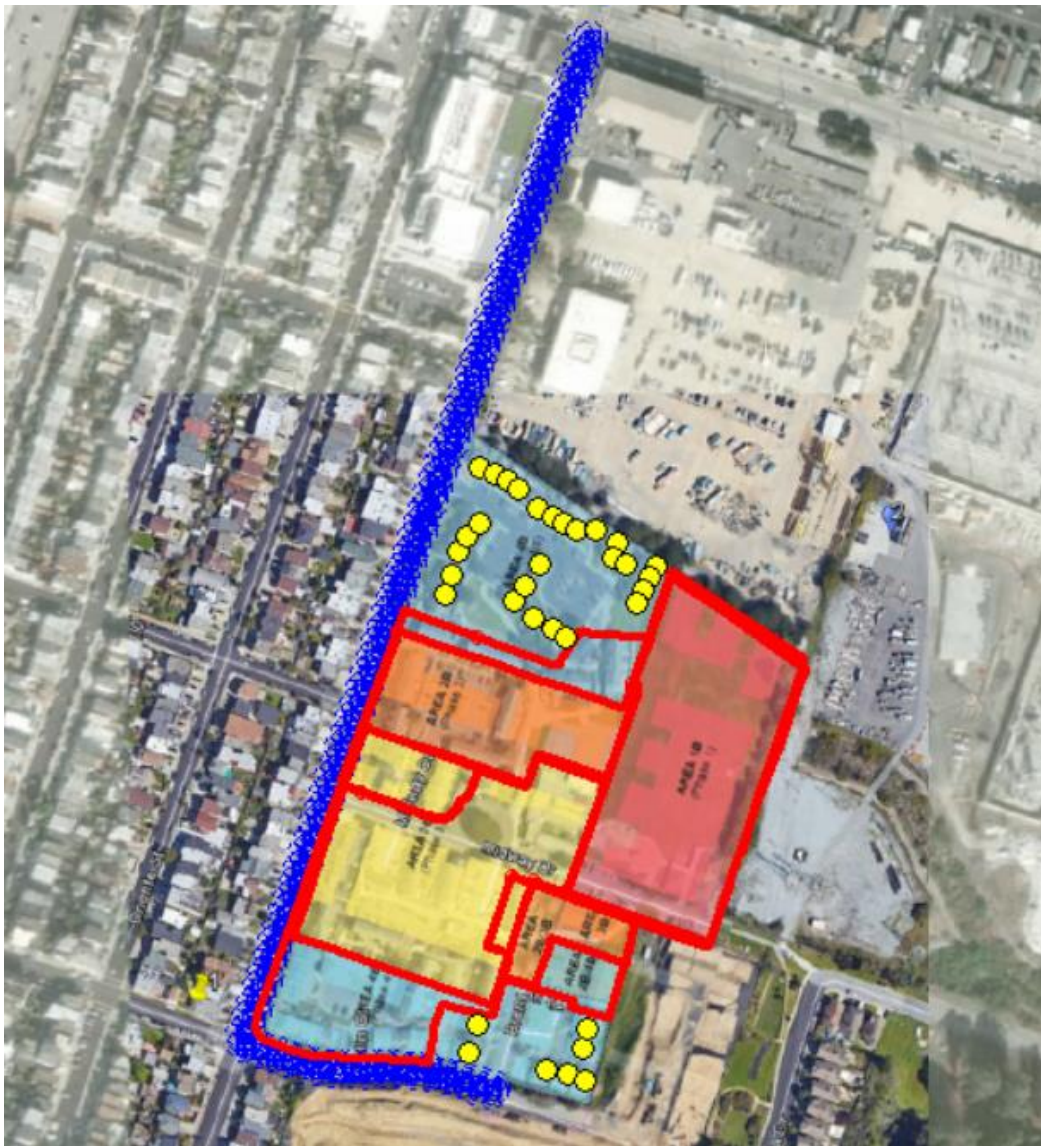


Figure 6 Scenario 4 with Construction Map as a Base Map

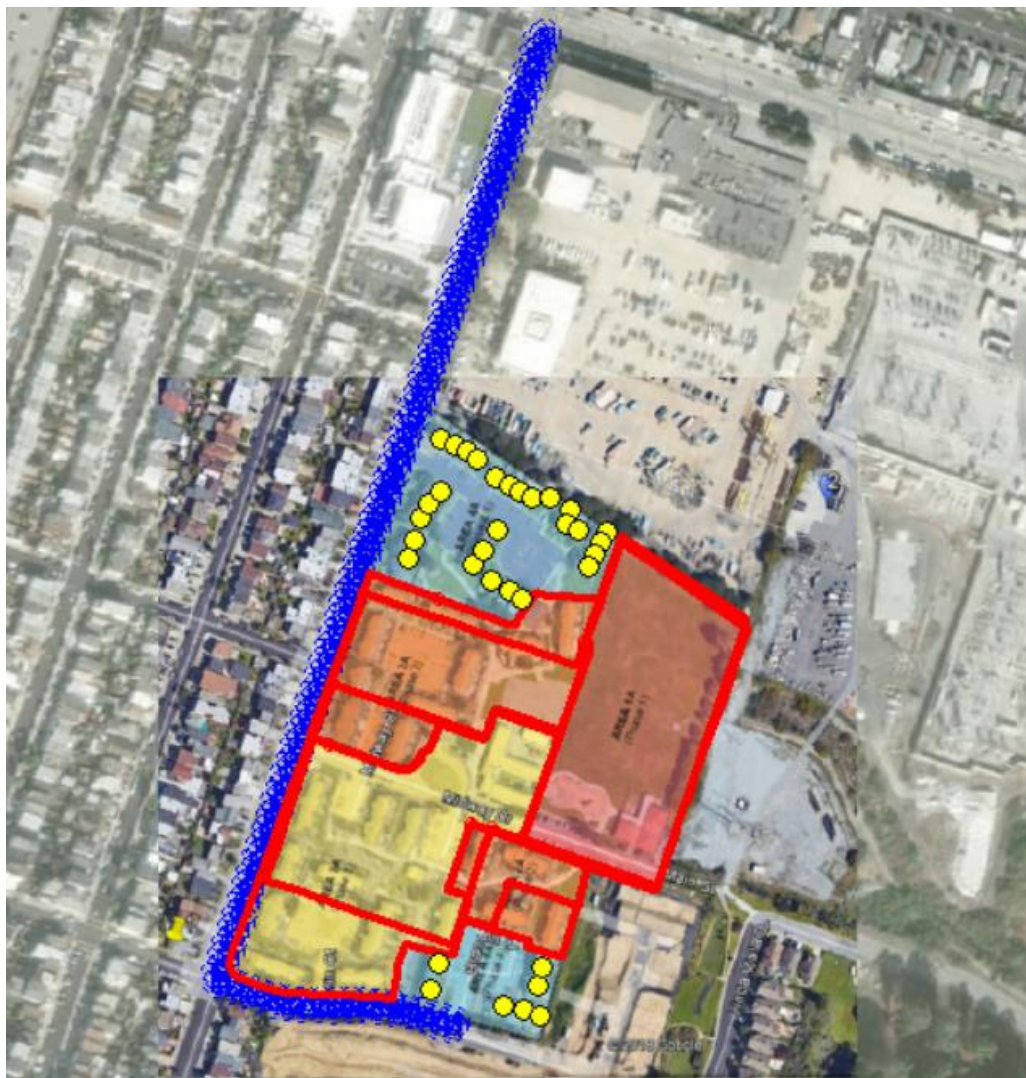


Figure 7 Scenario 4 with Demolition Map as a Base Map

Scenario 5: New Phase 1 Receptors

New Phase 1 Receptors: Exposed to Phases 2+3+4 Demolition and Phases 2+3+4 Construction



Figure 8 Scenario 5 with Construction Map as a Base Map

Scenario 6: New Phase 2 Receptors

New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction



Figure 9 Scenario 6 with Construction Map as a Base Map

Scenario 7: New Phase 3 Receptors

New Phase 3 Receptors: Exposed to Phase 4 Demolition and Phase 4 Construction



Figure 10 Scenario 7

Scenario 1

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions
Midway Village Project— Scenario 1: All Off-site Receptors
Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant
UTM: 551763.51 4172840.85

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum									
Age	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)			
3rd Trimester	0.389539517	10	361	0.85	0.25	4.5			
0-1	0.389539517	10	1,090	0.85	0.68	37.1			
1-<2	0.389539517	10	1,090	0.85	0.00	0.0			
2-<3	0.389539517	3	631	0.85	0.58	5.4			
3-<4	0.389539517	3	631	0.85	0.42	3.9			
4-<5	0.389539517	3	631	0.85	0.73	6.9			
5-<6	0.389539517	3	631	0.85	0.44	4.2			
Total						62.10			

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child

UTM: 551763.51 4172840.85

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum									
Construction Period	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹			
All Phases	0.389539517	3	572	1	3.10	31.2			
Total						31.24			

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult

UTM: 551763.51 4172840.85

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum									
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹			
All Phases	0.389539517	1	261	0.73	3.10	3.5			
Total						3.47			

UTM: 551568.65 4173003.88

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum									
Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)			
3rd Trimester	0.037367916	10	361	0.85	0.25	0.4			
0-1	0.037367916	10	1,090	0.85	0.68	3.6			
1-<2	0.037367916	10	1,090	0.85	0.00	0.0			
2-<3	0.037367916	3	631	0.85	0.58	0.5			
3-<4	0.037367916	3	631	0.85	0.42	0.4			
4-<5	0.037367916	3	631	0.85	0.73	0.7			
5-<6	0.037367916	3	631	0.85	0.44	0.4			
Total						5.96			

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum									
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹			
All Phases	0.037367916	3	572	1	3.10	3.0			
Total						3.00			

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum									
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹			
All Phases	0.037367916	1	261	0.73	3.10	0.3			
Total						0.333			

Midway Village Project—All Off-site Receptors Scenario

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551763.51	4172840.85	0.3895	0.3895	0.07791

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551763.51	4172840.85	0.5506	0.5506

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551568.65	4173003.88	0.0374	0.0374	0.00747

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551558.98	4172977.03	0.1975	0.1975

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54552.0	54553.0	54554.0	54555.0	54556.0	54557.0	54558.0	54559.0	54560.0	54561.0	54562.0	54563.0	54564.0	54565.0	54566.0	54567.0	54568.0	54569.0	54570.0	54571.0	54572.0	54573.0	54574.0	54575.0	54576.0	54577.0	54578.0	54579.0	54580.0	54581.0	54582.0	54583.0	54584.0	54585.0	54586.0	54587.0	54588.0	54589.0	54590.0	54591.0	54592.0	54593.0	54594.0	54595.0	54596.0	54597.0	54598.0	54599.0	54600.0	54601.0	54602.0	54603.0	54604.0	54605.0	54606.0	54607.0	54608.0	54609.0	54610.0	54611.0	54612.0	54613.0	54614.0	54615.0	54616.0	54617.0	54618.0	54619.0	54620.0	54621.0	54622.0	54623.0	54624.0	54625.0	54626.0	54627.0	54628.0	54629.0	54630.0	54631.0	54632.0	54633.0	54634.0	54635.0	54636.0	54637.0	54638.0	54639.0	54640.0	54641.0	54642.0	54643.0	54644.0	54645.0	54646.0	54647.0	54648.0	54649.0	54650.0	54651.0	54652.0	54653.0	54654.0	54655.0	54656.0	54657.0	54658.0	54659.0	54660.0	54661.0	54662.0	54663.0	54664.0	54665.0	54666.0	54667.0	54668.0	54669.0	54670.0	54671.0	54672.0	54673.0	54674.0	54675.0	54676.0	54677.0	54678.0	54679.0	54680.0	54681.0	54682.0	54683.0	54684.0	54685.0	54686.0	54687.0	54688.0	54689.0	54690.0	54691.0	54692.0	54693.0	54694.0	54695.0	54696.0	54697.0	54698.0	54699.0	54700.0	54701.0	54702.0	54703.0	54704.0	54705.0	54706.0	54707.0	54708.0	54709.0	54710.0	54711.0	54712.0	54713.0	54714.0	54715.0	54716.0	54717.0	54718.0	54719.0	54720.0	54721.0	54722.0	54723.0	54724.0	54725.0	54726.0	54727.0	54728.0	54729.0	54730.0	54731.0	54732.0	54733.0	54734.0	54735.0	54736.0	54737.0	54738.0	54739.0	54740.0	54741.0	54742.0	54743.0	54744.0	54745.0	54746.0	54747.0	54748.0	54749.0	54750.0	54751.0	54752.0	54753.0	54754.0	54755.0	54756.0	54757.0	54758.0	54759.0	54760.0	54761.0	54762.0	54763.0	54764.0	54765.0	54766.0	54767.0	54768.0	54769.0	54770.0	54771.0	54772.0	54773.0	54774.0	54775.0	54776.0	54777.0	54778.0	54779.0	54780.0	54781.0	54782.0	54783.0	54784.0	54785.0	54786.0	54787.0	54788.0	54789.0	54790.0	54791.0	54792.0	54793.0	54794.0	54795.0	54796.0	54797.0	54798.0	54799.0	54800.0	54801.0	54802.0	54803.0	54804.0	54805.0	54806.0	54807.0	54808.0	54809.0	54810.0	54811.0	54812.0	54813.0	54814.0	54815.0	54816.0	54817.0	54818.0	54819.0	54820.0	54821.0	54822.0	54823.0	54824.0	54825.0	54826.0	54827.0	54828.0	54829.0	54830.0	54831.0	54832.0	54833.0	54834.0	54835.0	54836.0	54837.0	54838.0	54839.0	54840.0	54841.0	54842.0	54843.0	54844.0	54845.0	54846.0	54847.0	54848.0	54849.0	54850.0	54851.0	54852.0	54853.0	54854.0	54855.0	54856.0	54857.0	54858.0	54859.0	54860.0	54861.0	54862.0	54863.0	54864.0	54865.0	54866.0	54867.0	54868.0	54869.0	54870.0	54871.0	54872.0	54873.0	54874.0	54875.0	54876.0	54877.0	54878.0	54879.0	54880.0	54881.0	54882.0	54883.0	54884.0	54885.0	54886.0	54887.0	54888.0	54889.0	54890.0	54891.0	54892.0	54893.0	54894.0	54895.0	54896.0	54897.0	54898.0	54899.0	54900.0	54901.0	54902.0	54903.0	54904.0	54905.0	54906.0	54907.0	54908.0	54909.0	54910.0	54911.0	54912.0	54913.0	54914.0	54915.0	54916.0	54917.0	54918.0	54919.0	54920.0	54921.0	54922.0	54923.0	54924.0	54925.0	54926.0	54927.0	54928.0	54929.0	54930.0	54931.0	54932.0	54933.0	54934.0	54935.0	54936.0	54937.0	54938.0	54939.0	54940.0	54941.0	54942.0	54943.0	54944.0	54945.0	54946.0	54947.0	54948.0	54949.0	54950.0	54951.0	54952.0	54953.0	54954.0	54955.0	54956.0	54957.0	54958.0	54959.0	54960.0	54961.0	54962.0	54963.0	54964.0	54965.0	54966.0	54967.0	54968.0	54969.0	54970.0	54971.0	54972.0	54973.0	54974.0	54975.0	54976.0	54977.0	54978.0	54979.0	54980.0	54981.0	54982.0	54983.0	54984.0	54985.0	54986.0	54987.0	54988.0	54989.0	54990.0	54991.0	54992.0	54993.0	54994.0	54995.0	54996.0	54997.0	54998.0	54999.0	55000.0
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4127000	4127001	4127002	4127003	4127004	4127005	4127006	4127007	4127008	4127009	4127010	4127011	4127012	4127013	4127014	4127015	4127016	4127017	4127018	4127019	4127020	4127021	4127022	4127023	4127024	4127025	4127026	4127027	4127028	4127029	4127030	4127031	4127032	4127033	4127034	4127035	4127036	4127037	4127038	4127039	4127040	4127041	4127042	4127043	4127044	4127045	4127046	4127047	4127048	4127049	4127050	4127051	4127052	4127053	4127054	4127055	4127056	4127057	4127058	4127059	4127060	4127061	4127062	4127063	4127064	4127065	4127066	4127067	4127068	4127069	4127070	4127071	4127072	4127073	4127074	4127075	4127076	4127077	4127078	4127079	4127080	4127081	4127082	4127083	4127084	4127085	4127086	4127087	4127088	4127089	4127090	4127091	4127092	4127093	4127094	4127095	4127096	4127097	4127098	4127099	4127100	4127101	4127102	4127103	4127104	4127105	4127106	4127107	4127108	4127109	4127110	4127111	4127112	4127113	4127114	4127115	4127116	4127117	4127118	4127119	4127120	4127121	4127122	4127123	4127124	4127125	4127126	4127127	4127128	4127129	4127130	4127131	4127132	4127133	4127134	4127135	4127136	4127137	4127138	4127139	4127140	4127141	4127142	4127143	4127144	4127145	4127146	4127147	4127148	4127149	4127150	4127151	4127152	4127153	4127154	4127155	4127156	4127157	4127158	4127159	4127160	4127161	4127162	4127163	4127164	4127165	4127166	4127167	4127168	4127169	4127170	4127171	4127172	4127173	4127174	4127175	4127176	4127177	4127178	4127179	4127180	4127181	4127182	4127183	4127184	4127185	4127186	4127187	4127188	4127189	4127190	4127191	4127192	4127193	4127194	4127195	4127196	4127197	4127198	4127199	4127200	4127201	4127202	4127203	4127204	4127205	4127206	4127207	4127208	4127209	4127210	4127211	4127212	4127213	4127214	4127215	4127216	4127217	4127218	4127219	4127220	4127221	4127222	4127223	4127224	4127225	4127226	4127227	4127228	4127229	4127230	4127231	4127232	4127233	4127234	4127235	4127236	4127237	4127238	4127239	4127240	4127241	4127242	4127243	4127244	4127245	4127246	4127247	4127248	4127249	4127250	4127251	4127252	4127253	4127254	4127255	4127256	4127257	4127258	4127259	4127260	4127261	4127262	4127263	4127264	4127265	4127266	4127267	4127268	4127269	4127270	4127271	4127272	4127273	4127274	4127275	4127276	4127277	4127278	4127279	4127280	4127281	4127282	4127283	4127284	4127285	4127286	4127287	4127288	4127289	4127290	4127291	4127292	4127293	4127294	4127295	4127296	4127297	4127298	4127299	4127300	4127301	4127302	4127303	4127304	4127305	4127306	4127307	4127308	4127309	4127310	4127311	4127312	4127313	4127314	4127315	4127316	4127317	4127318	4127319	4127320	4127321	4127322	4127323	4127324	4127325	4127326	4127327	4127328	4127329	4127330	4127331	4127332	4127333	4127334	4127335	4127336	4127337	4127338	4127339	4127340
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50000.00	47000.00	52000.00	49000.00	51000.00	48000.00	53000.00	46000.00	54000.00	45000.00	55000.00	44000.00	56000.00	43000.00	57000.00	42000.00	58000.00	41000.00	59000.00	40000.00	60000.00	39000.00	61000.00	38000.00	62000.00	37000.00	63000.00	36000.00	64000.00	35000.00	65000.00	34000.00	66000.00	33000.00	67000.00	32000.00	68000.00	31000.00	69000.00	30000.00	70000.00	29000.00	71000.00	28000.00	72000.00	27000.00	73000.00	26000.00	74000.00	25000.00	75000.00	24000.00	76000.00	23000.00	77000.00	22000.00	78000.00	21000.00	79000.00	20000.00	80000.00	19000.00	81000.00	18000.00	82000.00	17000.00	83000.00	16000.00	84000.00	15000.00	85000.00	14000.00	86000.00	13000.00	87000.00	12000.00	88000.00	11000.00	89000.00	10000.00	90000.00	9000.00	91000.00	8000.00	92000.00	7000.00	93000.00	6000.00	94000.00	5000.00	95000.00	4000.00	96000.00	3000.00	97000.00	2000.00	98000.00	1000.00	99000.00	0.00	100000.00
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Midway Village Project—All Off-site Receptors Scenario

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Construction Health Risk Assessment Files

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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300
301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400
401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466	467	468	469	470	471	472	473	474	475	476	477	478	479	480	481	482	483	484	485	486	487	488	489	490	491	492	493	494	495	496	497	498	499	500
501	502	503	504	505	506	507	508	509	510	511	512	513	514	515	516	517	518	519	520	521	522	52																																																																													

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Scenario 2

Existing Phase 2 Receptors—Midway Village Project

Scenario	Summary Offsite Construction Emissions (No Mitigation)		Route 1 - From the project site towards US-101 Route 2 - From US-101 towards the project site	
Existing Phase 2 Receptors: Exposed to Phase 1 Demolition and Phase 1 Construction	Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)			
	DPM	DPM		
	Road Segment 1 Phase 1—Demolition	7.66093E-07	Road Segment 1 Phase 1—Demolition	2.05881E-05
	Road Segment 2 Phase 1—Demolition	1.54931E-06	Road Segment 2 Phase 1—Demolition	2.08182E-05
	Road Segment 1 Phase 1—Construction	4.72844E-06	Road Segment 1 Phase 1—Construction	1.16131E-04
	Road Segment 2 Phase 1—Construction	4.79746E-06	Road Segment 2 Phase 1—Construction	1.17429E-04
	Road Segment 1	5.49454E-06	Road Segment 1	1.36719E-04
	Road Segment 2	6.34678E-06	Road Segment 2	1.38247E-04

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions
Existing Phase 2 Receptors—Midway Village Project
Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant
UTM: 551717.25 4172890.87

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Age	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	
3rd Trimester	0.466984169	10	361	0.85	0.25	5.4	
0-1	0.466984169	10	1,090	0.85	0.68	44.3	
Total						49.65	
							3.36

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child

UTM: 551717.25 4172890.87

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Period	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.466984169	3	572	1	0.93	11.2	
Total						11.21	
							0.76

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult

UTM: 551717.25 4172890.87

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.466984169	1	261	0.73	0.93	1.2	
Total						1.25	
							0.084

Existing Phase 2 Receptors—Midway Village Project

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551717.25	4172890.87	0.4670	0.4670	0.09340

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551717.25	4172890.87	0.5911	0.5911

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551717.25	4172890.87	0.0316	0.0316	0.00632

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551717.25	4172890.87	0.1557	0.1557

Existing Phase 2 Receptors—Midway Village Project

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Scenario 3

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions

Existing Phase 3 Receptors—Midway Village Project

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant

UTM: 551661.39 4172861.8 *Highest residential receptor analyzed for infant scenario

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)
Age	Concentration (ug/m3)	Concentration (ug/m3)	Year					
3rd Trimester	0.340927557	0.340927557	0-1	10	361	0.85	0.25	3.9
0-1	0.340927557	0.340927557	1-2	10	1,090	0.85	0.68	32.5
1-2	0.340927557	0.340927557	2-3	10	1,090	0.85	0.00	0.0
2-3	0.340927557	0.340927557	3-4	3	631	0.85	0.58	4.8
3-4	0.340927557	0.340927557	4-5	3	631	0.85	0.42	3.4
4-5	0.340927557	0.340927557	5-6	3	631	0.85	0.73	6.1
5-6	0.340927557	0.340927557		3	631	0.85	0.44	3.7
Total								54.35

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child

UTM: 551713.24 4172969.7

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
Construction Period	Concentration (ug/m3)	Concentration (ug/m3)	Year					
All Phases	0.340927557	0.340927557	All Phases	3	572	1	3.10	27.3
Total								27.34

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult

UTM: 551713.24 4172969.7

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
Construction Year	Concentration (ug/m3)	Concentration (ug/m3)	Year					
All Phases	0.340927557	0.340927557	All Phases	1	261	0.73	3.10	3.0
Total								3.04

UTM: 551661.39 4172861.8 *Highest residential receptor analyzed for infant scenario

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)
Year	Concentration (ug/m3)	Concentration (ug/m3)	Year					
3rd Trimester	0.03218291	0.03218291	0-1	10	361	0.85	0.25	0.4
0-1	0.03218291	0.03218291	1-2	10	1,090	0.85	0.68	3.1
1-2	0.03218291	0.03218291	2-3	10	1,090	0.85	0.00	0.0
2-3	0.03218291	0.03218291	3-4	3	631	0.85	0.58	0.4
3-4	0.03218291	0.03218291	4-5	3	631	0.85	0.42	0.3
4-5	0.03218291	0.03218291	5-6	3	631	0.85	0.73	0.6
5-6	0.03218291	0.03218291		3	631	0.85	0.44	0.3
Total								5.13

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
Construction Year	Concentration (ug/m3)	Concentration (ug/m3)	Year					
All Phases	0.03218291	0.03218291	All Phases	3	572	1	3.10	2.6
Total								2.58

Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
Construction Year	Concentration (ug/m3)	Concentration (ug/m3)	Year					
All Phases	0.03218291	0.03218291	All Phases	1	261	0.73	3.10	0.3
Total								0.287

Existing Phase 3 Receptors—Midway Village Project

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551713.24	4172969.7	0.6751	0.3409	0.06819

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551713.24	4172969.7	0.8452	0.8452

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551713.24	4172969.7	0.1063	0.1063	0.02127

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551713.24	4172969.7	0.2758	0.2758

Existing Phase 3 Receptors—Midway Village Project

Construction Annual DPM Emissions (PM2.5 Standard)

Annual Average Onsite DPM Rate—Densification Area 1A (Phase 1) (Square Feet/Day):
Annual Average Onsite DPM Rate—Densification Area 1B (Phase 2) (Square Feet/Day):
Annual Average Onsite DPM Rate—Densification Area 2A (Phase 2) (Square Feet/Day):
Annual Average Onsite DPM Rate—Densification Area 2B (Phase 2) (Square Feet/Day):
Annual Average Onsite DPM Rate—Construction Area 1B (Phase 1) (Square Feet/Day):
Annual Average Onsite DPM Rate—Construction Area 2B (Phase 2) (Square Feet/Day):
Annual Average Onsite DPM Rate—Construction Area 2B (Phase 2) (Square Feet/Day):
Annual Average Onsite DPM Rate—Construction Area 2B (Phase 2) (Square Feet/Day):

Unmitigated Concentrations

1.48E-06
8.71E-07
8.71E-07
8.39E-07
1.04E-05



Unmitigated DPM Concentrations				
Receptor	Distance (ft)	X	Y	Concentration (ug/m3)
Receptor 1	47,020.03	533,123.4	417,289.7	1.48E-06

Note: 37°42'09" N, 122°7'48.2" W is not a residence

*Highest recorded receptor annual average concentration

Latitude, Longitude: 37°42'05.5" N, 122°7'45.2" W



Receptor	Distance (ft)	X	Y	Concentration (ug/m3)
Receptor 1	47,020.03	533,123.4	417,289.7	1.48E-06
Receptor 2	47,020.03	533,123.4	417,289.7	8.71E-07
Receptor 3	47,020.03	533,123.4	417,289.7	8.71E-07
Receptor 4	47,020.03	533,123.4	417,289.7	8.39E-07
Receptor 5	47,020.03	533,123.4	417,289.7	1.04E-05

Receptor	Distance (ft)	X	Y	Concentration (ug/m3)
Receptor 1	47,020.03	533,123.4	417,289.7	1.48E-06
Receptor 2	47,020.03	533,123.4	417,289.7	8.71E-07
Receptor 3	47,020.03	533,123.4	417,289.7	8.71E-07
Receptor 4	47,020.03	533,123.4	417,289.7	8.39E-07
Receptor 5	47,020.03	533,123.4	417,289.7	1.04E-05

Existing Phase 3 Receptors—Midway Village Project

Existing Phase 3 Receptors: Exposed to Phases 1+2 Demolition and Phases 1+2 Construction

Annual Average Onsite Total PM2.5 Emission Rate—Demolition Area 1A (Phase 1) (grams/m2/sec):

Annual Average Onsite Total PM_{2.5} Emission Rate—Demolition Area 2A (Part 1 of 2 Phase 2) (grams/ m²/ sec):

Annual Average Onsite Total PM2.5 Emission Rate—Construction Area 1B (Phase 1) (gram/m2/sec):

Annual Average Onsite Total PM2.5 Emission Rate—Construction Area 2B (Part 1 of 2 Phase 2) [grams/m2/sec]

Annual Average Onsite Total PM_{2.5} Emission Rate—Construction Area 2B and 2B/3B (Part 2 of Phase 2) (grams)[illegible]DEPOSIT g/m²

Mitigated Concentrations

1.94E-07

3.12E-07

5.90E-07

3.86E-07

3.86E-07



Mitigated PM _{2.5} Concentrations			
Maximum DPM (µg/m ³)		X	Y
275846.01		551703.24	4373969.7
	MIR		
	UTM		

Note: 37°42'09.0"N 122°24'48.1"W is not a residence

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Dissolution Area (m ²)	2 of 2 June 20		Construction Area 2B (Phase 1)		Construction Area 2B (Phase 2)	
	Annual PM2.5	Weighted Dissolution (μg/m ³)	Annual PM2.5	Weighted Dissolution (μg/m ³)	Annual PM2.5	Weighted Dissolution (μg/m ³)
1000	2.62(0.2)	3.77(0.3)	2.62(0.2)	3.77(0.3)	2.62(0.2)	3.77(0.3)
2000	3.97(0.3)	6.63(0.4)	3.97(0.3)	6.63(0.4)	3.97(0.3)	6.63(0.4)
3000	5.32(0.4)	9.00(0.5)	5.32(0.4)	9.00(0.5)	5.32(0.4)	9.00(0.5)
4000	6.67(0.5)	11.37(0.6)	6.67(0.5)	11.37(0.6)	6.67(0.5)	11.37(0.6)
5000	8.02(0.5)	13.74(0.7)	8.02(0.5)	13.74(0.7)	8.02(0.5)	13.74(0.7)
6000	9.37(0.6)	16.11(0.8)	9.37(0.6)	16.11(0.8)	9.37(0.6)	16.11(0.8)
7000	10.72(0.6)	18.48(0.9)	10.72(0.6)	18.48(0.9)	10.72(0.6)	18.48(0.9)
8000	12.07(0.7)	20.85(1.0)	12.07(0.7)	20.85(1.0)	12.07(0.7)	20.85(1.0)
9000	13.42(0.7)	23.22(1.1)	13.42(0.7)	23.22(1.1)	13.42(0.7)	23.22(1.1)
10000	14.77(0.8)	25.59(1.2)	14.77(0.8)	25.59(1.2)	14.77(0.8)	25.59(1.2)
11000	16.12(0.8)	27.96(1.3)	16.12(0.8)	27.96(1.3)	16.12(0.8)	27.96(1.3)
12000	17.47(0.9)	30.33(1.4)	17.47(0.9)	30.33(1.4)	17.47(0.9)	30.33(1.4)
13000	18.82(0.9)	32.70(1.5)	18.82(0.9)	32.70(1.5)	18.82(0.9)	32.70(1.5)
14000	20.17(1.0)	35.07(1.6)	20.17(1.0)	35.07(1.6)	20.17(1.0)	35.07(1.6)
15000	21.52(1.0)	37.44(1.7)	21.52(1.0)	37.44(1.7)	21.52(1.0)	37.44(1.7)
16000	22.87(1.1)	39.81(1.8)	22.87(1.1)	39.81(1.8)	22.87(1.1)	39.81(1.8)
17000	24.22(1.1)	42.18(1.9)	24.22(1.1)	42.18(1.9)	24.22(1.1)	42.18(1.9)
18000	25.57(1.2)	44.55(2.0)	25.57(1.2)	44.55(2.0)	25.57(1.2)	44.55(2.0)
19000	26.92(1.2)	46.92(2.1)	26.92(1.2)	46.92(2.1)	26.92(1.2)	46.92(2.1)
20000	28.27(1.3)	49.29(2.2)	28.27(1.3)	49.29(2.2)	28.27(1.3)	49.29(2.2)
21000	29.62(1.3)	51.66(2.3)	29.62(1.3)	51.66(2.3)	29.62(1.3)	51.66(2.3)
22000	30.97(1.4)	54.03(2.4)	30.97(1.4)	54.03(2.4)	30.97(1.4)	54.03(2.4)
23000	32.32(1.4)	56.40(2.5)	32.32(1.4)	56.40(2.5)	32.32(1.4)	56.40(2.5)
24000	33.67(1.5)	58.77(2.6)	33.67(1.5)	58.77(2.6)	33.67(1.5)	58.77(2.6)
25000	35.02(1.5)	61.14(2.7)	35.02(1.5)	61.14(2.7)	35.02(1.5)	61.14(2.7)
26000	36.37(1.6)	63.51(2.8)	36.37(1.6)	63.51(2.8)	36.37(1.6)	63.51(2.8)
27000	37.72(1.6)	65.88(2.9)	37.72(1.6)	65.88(2.9)	37.72(1.6)	65.88(2.9)
28000	39.07(1.7)	68.25(3.0)	39.07(1.7)	68.25(3.0)	39.07(1.7)	68.25(3.0)
29000	40.42(1.7)	70.62(3.1)	40.42(1.7)	70.62(3.1)	40.42(1.7)	70.62(3.1)
30000	41.77(1.8)	72.99(3.2)	41.77(1.8)	72.99(3.2)	41.77(1.8)	72.99(3.2)
31000	43.12(1.8)	75.36(3.3)	43.12(1.8)	75.36(3.3)	43.12(1.8)	75.36(3.3)
32000	44.47(1.9)	77.73(3.4)	44.47(1.9)	77.73(3.4)	44.47(1.9)	77.73(3.4)
33000	45.82(1.9)	80.10(3.5)	45.82(1.9)	80.10(3.5)	45.82(1.9)	80.10(3.5)
34000	47.17(2.0)	82.47(3.6)	47.17(2.0)	82.47(3.6)	47.17(2.0)	82.47(3.6)
35000	48.52(2.0)	84.84(3.7)	48.52(2.0)	84.84(3.7)	48.52(2.0)	84.84(3.7)
36000	49.87(2.1)	87.21(3.8)	49.87(2.1)	87.21(3.8)	49.87(2.1)	87.21(3.8)
37000	51.22(2.1)	89.58(3.9)	51.22(2.1)	89.58(3.9)	51.22(2.1)	89.58(3.9)
38000	52.57(2.2)	91.95(4.0)	52.57(2.2)	91.95(4.0)	52.57(2.2)	91.95(4.0)
39000	53.92(2.2)	94.32(4.1)	53.92(2.2)	94.32(4.1)	53.92(2.2)	94.32(4.1)
40000	55.27(2.3)	96.69(4.2)	55.27(2.3)	96.69(4.2)	55.27(2.3)	96.69(4.2)

[illegible][illegible]

Scenario 4

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions
Existing Phase 4 Receptors—Midway Village Project
Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant
UTM: 551704.69 4173051.23

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	Maximum		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	
Age	Concentration (ug/m3)	Year	Concentration (ug/m3)						Year	Concentration (ug/m3)						
3rd Trimester	0-1	0.574443749	0.574443749	10	361	0.85	0.25	6.6	3rd Trimester	0.037130462	10	361	0.85	0.25	0.4	
	1-<2	0.574443749	0.574443749	10	1,090	0.85	0.68	54.7	0-1	0.037130462	10	1,090	0.85	0.68	3.5	
	2-<3	0.574443749	0.574443749	3	631	0.85	0.00	0.0	1-<2	0.037130462	10	1,090	0.85	0.00	0.0	
	3-<4	0.574443749	0.574443749	3	631	0.85	0.58	8.0	2-<3	0.037130462	3	631	0.85	0.58	0.5	
	4-<5	0.574443749	0.574443749	3	631	0.85	0.42	5.8	3-<4	0.037130462	3	631	0.85	0.42	0.4	
	5-<6	0.574443749	0.574443749	3	631	0.85	0.73	10.2	4-<5	0.037130462	3	631	0.85	0.73	0.7	
Total									91.57	Total						5.92

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child

UTM: 551704.69 4173051.23

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated						
Construction Period	Year	Concentration (ug/m3)	Maximum Concentration (ug/m3)						Construction Year	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
All Phases	All Phases	0.574443749	0.574443749	3	572	1	3.10	46.1	All Phases	0.037130462	3	572	1	3.10	3.0
Total								46.07	Total						

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult

UTM: 551704.69 4173051.23

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum		DPM		Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated						
Construction Year	Year	Concentration (ug/m3)	Maximum						Construction Year	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
All Phases	All Phases	0.574443749	0.574443749	1	261	0.73	3.10	5.1	All Phases	0.037130462	1	261	0.73	3.10	0.3
Total								5.11	Total						

Existing Phase 4 Receptors—Midway Village Project

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551704.69	4173051.23	0.5744	0.5744	0.11489

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551654.57	4172831.21	0.4904	0.4904

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551654.57	4172831.21	0.0371	0.0371	0.00743

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551654.57	4172831.21	0.2138	0.2138

Scenario 5

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions
Midway Village Project—New Phase 1 Receptors Scenario
Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant
UTM: 551738.04 4172975.17

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Age	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	
3rd Trimester	0.476115369	10	361	1	0.21	5.5	
0-1	0.476115369	10	1,090	1	0.78	61.3	
1-<2	0.476115369	10	1,090	1	0.36	28.5	
2-<3	0.476115369	3	631	1	0.81	11.1	
Total						106.28	14.89

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child
UTM: 551738.04 4172975.17

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Period	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.476115369	3	572	1	2.17	26.7	3.7
Total						26.75	3.75

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult
UTM: 551738.04 4172975.17

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.476115369	1	261	0.73	2.17	3.0	0.4
Total						2.97	0.416

Midway Village Project—New Phase 1 Receptors Scenario

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551738.04	4172975.17	0.4761	0.4761	0.09522

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551728.04	4172945.17	0.6683	0.6683

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551738.04	4172975.17	0.0667	0.0667	0.01334

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551728.04	4172945.17	0.2748	0.2748

Midway Village Project—New Phase 1 Receptors

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Scenario 6

Midway Village Project—New Phase 2 Receptors

Scenario	Summary Offsite Construction Emissions (No Mitigation)		Route 1 - From the project site towards US-101		Route 2 - From US-101 towards the project site	
	Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)		DPM		DPM	
New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction	Road Segment 1 Phase 3—Demolition	7.67796E-07	Road Segment 1 Phase 3—Demolition	2.82706E-05		
	Road Segment 2 Phase 3—Demolition	1.38061E-06	Road Segment 2 Phase 3—Demolition	2.85866E-05		
	Road Segment 1 Phase 4—Demolition	3.08140E-07	Road Segment 1 Phase 4—Demolition	1.52163E-05		
	Road Segment 2 Phase 4—Demolition	4.51022E-07	Road Segment 2 Phase 4—Demolition	1.53864E-05		
	Road Segment 1 Phase 3—Construction	1.95738E-06	Road Segment 1 Phase 3—Construction	7.94052E-05		
	Road Segment 2 Phase 3—Construction	1.99303E-06	Road Segment 2 Phase 3—Construction	8.02927E-05		
	Road Segment 1 Phase 4—Construction	2.28605E-06	Road Segment 1 Phase 4—Construction	9.18916E-05		
	Road Segment 2 Phase 4—Construction	2.74541E-06	Road Segment 2 Phase 4—Construction	9.29187E-05		
New Phase 2 Receptors: Exposed to Phases 3+4 Demolition and Phases 3+4 Construction	Road Segment 1	5.31937E-06	Road Segment 1	2.14784E-04		
	Road Segment 2	6.57007E-06	Road Segment 2	2.17184E-04		

Cancer Risk Calculations Using OEHA/BAAQMD Cancer Risk Assumptions

Midway Village Project—New Phase 2 Receptors

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant

UTM: 551674.71 4172865.89

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum												Construction Annual DPM Emissions (as PM2.5 Exhaust) Mitigated															
Maximum				Maximum				Maximum				Maximum				Maximum				Maximum							
Age	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)			
3rd Trimester	0.442853003	10	361	1	0.25	6.0	0.042853003	10	361	1	0.25	6.0	0.042853003	10	361	1	0.25	6.0	0.042853003	10	361	1	0.25	6.0			
0-1	0.442853003	10	1,090	1	0.93	67.5	0.042853003	10	1,090	1	0.93	67.5	0.042853003	10	1,090	1	0.93	67.5	0.042853003	10	1,090	1	0.93	67.5			
Total						73.53	Total						73.53	Total						73.53	Total						73.53

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child

UTM: 551674.71 4172865.89

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum													
Construction Period	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	Construction Year	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
All Phases	0.442853003	3	572	1	1.18	13.5	All Phases	0.04295009	3	572	1	1.18	1.3
Total						13.49	Total						1.31

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult

UTM: 551674.71 4172865.89

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum					Construction							
Construction Year	Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹
All Phases	0.442853003	1	261	0.73	1.18	1.5	0.04295009	1	261	0.73	1.18	0.1
Total						1.50	Total					
							Total					

Midway Village Project—New Phase 2 Receptors

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551674.71	4172865.89	0.4429	0.4429	0.08857

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551674.71	4172865.89	0.7229	0.7229

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551674.71	4172865.89	0.0430	0.0430	0.00859

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551684.15	4172895.89	0.3273	0.3273

Scenario 7

Midway Village Project—New Phase 3 Receptors Scenario

Scenario	Summary Offsite Construction Emissions (No Mitigation)				Route 1 - From the project site towards US-101
					Route 2 - From US-101 towards the project site
	Total Average Offsite Vehicle Emissions Along Travel Distance (g/sec)				
	DPM				DPM
New Phase 2 Receptors: Exposed to Phases 4 Demolition and Phases 4 Construction	Road Segment 1 Phase 4—Demolition	3.08140E-07		Road Segment 1 Phase 4—Demolition	1.52163E-05
	Road Segment 2 Phase 4—Demolition	4.51022E-07		Road Segment 2 Phase 4—Demolition	1.53864E-05
	Road Segment 1 Phase 4—Construction	2.28605E-06		Road Segment 1 Phase 4—Construction	9.18916E-05
	Road Segment 2 Phase 4—Construction	2.74541E-06		Road Segment 2 Phase 4—Construction	9.29187E-05
	Road Segment 1	2.59419E-06		Road Segment 1	1.07108E-04
	Road Segment 2	3.19643E-06		Road Segment 2	1.08305E-04

Cancer Risk Calculations Using OEHHA/BAAQMD Cancer Risk Assumptions
Midway Village Project—New Phase 3 Receptors Scenario
Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Infant
UTM: 551653.5 4172854.72

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Age	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Cancer Risk (/million)	
3rd Trimester	0.181410063	10	361	1	0.25	2.5	
0-1	0.181410063	10	1,090	1	0.93	27.7	
Total						30.12	
Total							2.61

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Child
UTM: 551653.5 4172854.72

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Period	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.181410063	3	572	1	1.18	5.5	
Total						5.53	
Total							0.48

Cancer Risk Impacts from Construction at the Maximum Impacted Sensitive Receptor - Adult
UTM: 551653.5 4172854.72

Cancer Potency Factor: 1.1 (mg/kg-day)⁻¹
Exposure Frequency: 350 days/year
Averaging Period: 25550 days

Construction Annual DPM Emissions (as PM2.5 Exhaust) Unmitigated

Maximum				Mitigated			
Construction Year	DPM Concentration (ug/m3)	Age Sensitivity Factor	Daily Breathing Rate (L/kg-day)	Time At Home Factor	Exposure Duration (years)	Unit Risk Factor (ug/m3) ⁻¹	
All Phases	0.181410063	1	261	0.73	1.18	0.6	
Total						0.61	
Total							0.053

Midway Village Project—New Phase 3 Receptors Scenario

Estimates of Chronic Non-Cancer Hazard Index (CNCHI)

Unmitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551653.5	4172854.72	0.1814	0.1814	0.03628

Unmitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551653.5	4172854.72	0.2328	0.2328

Mitigated

Chronic Non-Cancer Hazard Index at the Maximum Impacted Sensitive Receptor

Reference Exposure Level (REL) for DPM:

ug/m3

5

CNCHI = DPM/REL

X	Y	Average DPM (ug/m3)	Max DPM (ug/m3)	CNCHI
(m)	(m)	(ug/m3)	(ug/m3)	
551653.5	4172854.72	0.0157	0.0157	0.00314

Mitigated

Annual PM2.5 Total (Exhaust + Fugitive Dust)

X	Y	Average PM2.5 Total (ug/m3)	Max PM2.5 (ug/m3)
(m)	(m)	(ug/m3)	(ug/m3)
551653.5	4172854.72	0.0671	0.0671

55103.5	417294.72	1953.04413	4646.108844	7896.59101	28469.62357	1.41434	1.41579	1.21613	2.00613	3.71E-04	1.38E-03	3.78E-06	4.53E-06	5.8946E-03
55103.5	417294.72	3012.328711	3512.328711	12520.19554	24011.90745	1.41713	1.41713	2.28E-03	1.94E-03	6.88E-04	9.88E-04	5.88E-06	5.88E-06	5.8899E-03
55103.5	417294.72	3027.577488	3527.577488	12520.19554	24011.90745	1.41713	1.41713	2.28E-03	1.94E-03	6.88E-04	9.88E-04	5.88E-06	5.88E-06	5.8899E-03
55103.5	417294.72	3031.301947	3531.301947	12524.44651	24275.47351	2.02517	1.97774	1.87E-03	2.22E-03	5.25E-04	1.14E-03	5.25E-06	6.31E-06	5.8196E-03
55103.5	417294.72	3462.915947	40746.85656	10804.64465	26579.87889	1.69321	1.59887	1.54E-03	2.46E-03	4.73E-04	1.28E-03	4.39E-06	5.30E-06	5.8148E-03
55103.5	417294.72	3462.915947	40746.85656	10804.64465	26579.87889	1.69321	1.59887	1.54E-03	2.46E-03	4.73E-04	1.28E-03	4.39E-06	5.30E-06	5.8148E-03
55103.5	417294.72	17129.89811	44976.9581	5966.35498	35558.46552	9.01084	8.17879	1.07E-03	2.81E-03	2.88E-04	1.59E-03	2.34E-05	2.61E-05	5.7844E-03
55103.5	417294.72	30581.27484	34511.33428	11861.16581	28364.46127	2.50269	2.43374	1.51E-03	2.16E-03	5.57E-04	1.14E-03	653E-06	7.84E-06	5.7818E-03
55103.5	417294.72	46589.74981	24242.24102	11894.68997	17978.14832	4.70052	4.48415	2.31E-03	1.51E-03	5.01E-04	8.48E-04	1.22E-06	1.48E-06	5.801E-03
55103.5	417294.72	13215.70537	45350.02414	5161.27058	26673.33152	3.85177	2.37975	1.84E-03	2.32E-03	4.69E-04	1.25E-03	7.92E-06	9.39E-06	5.7184E-03
55103.5	417294.72	26506.07491	37355.44448	9995.03912	36022.41097	10.2383	15.92042	9.90E-04	2.83E-03	2.42E-04	1.61E-03	2.68E-05	5.08E-05	5.7003E-03
55103.5	417294.72	26506.07491	37355.44448	9995.03912	36022.41097	10.2383	15.92042	9.90E-04	2.83E-03	2.42E-04	1.61E-03	2.68E-05	5.08E-05	5.7003E-03
55103.5	417294.72	38918.90064	28903.88661	12303.62899	21154.98188	3.86065	3.15856	2.31E-03	1.82E-03	3.80E-04	9.98E-04	453E-06	1.01E-06	5.7231E-03
55103.5	417294.72	24118.24193	8991.247799	9752.61749	25626.18466	1.5397	1.21212	1.51E-03	2.49E-03	4.58E-04	1.30E-03	402E-06	4.88E-06	5.6908E-03
55103.5	417294.72	23733.54933	36628.82942	9286.2324	26583.41842	3.69513	3.49648	1.41E-03	2.49E-03	4.37E-04	1.28E-03	9.48E-06	1.12E-06	5.5984E-03
55103.5	417294.72	47114.80664	22881.2769	10776.94543	17161.31528	6.18387	5.78073	2.84E-03	1.44E-03	5.66E-04	8.08E-04	1.68E-05	1.81E-05	5.7477E-03
55103.5	417294.72	30562.37752	32392.47464	10979.01077	23635.55231	3.4644	3.30659	1.51E-03	2.04E-03	5.02E-04	1.11E-03	8.95E-06	1.08E-05	5.5577E-03
55103.5	417294.72	23101.8265	89272.1355	9247.8204	26450.85847	1.49237	1.4004	1.45E-03	2.45E-03	4.86E-04	1.16E-03	3.78E-05	4.48E-05	5.9041E-03
55103.5	417294.72	47514.62616	21603.4531	9559.83921	16264.66762	8.8095	8.10862	2.97E-03	1.35E-03	4.49E-04	7.64E-04	2.23E-05	5.786E-05	5.786E-03
55103.5	417294.72	23792.70884	34791.82077	8770.88289	25502.11677	4.58812	4.33662	1.81E-03	2.17E-03	4.12E-04	1.28E-03	1.13E-05	1.38E-05	5.4210E-03
55103.5	417294.72	12259.55975	40724.16157	5682.65732	25502.11677	1.4445	1.4445	1.88E-03	2.54E-03	2.07E-04	1.44E-03	3.88E-05	4.21E-05	5.4083E-03
55103.5	417294.72	37184.95009	26790.18566	6076.66281	19823.98708	5.09447	4.77032	2.51E-03	1.67E-03	4.92E-04	9.31E-04	1.31E-05	1.51E-05	5.4747E-03
55103.5	417294.72	17836.67076	42416.78625	7012.80148	23848.87791	1.23038	1.21274	1.11E-03	2.67E-03	3.29E-04	1.21E-03	3.28E-06	3.88E-06	5.5096E-03
55103.5	417294.72	22054.98623	37358.17116	8688.12201	23387.92595	1.3162	1.29421	1.81E-03	2.16E-03	4.08E-04	1.30E-03	3.41E-06	4.14E-06	5.5004E-03
55103.5	417294.72	30601.07016	29560.1482	9254.11447	21903.90247	5.92029	5.17949	1.92E-03	1.85E-03	4.35E-04	1.01E-03	1.43E-05	1.60E-05	5.5069E-03
55103.5	417294.72	20932.42313	20871.3312	8228.6231	26260.79115	6.88974	6.88974	1.61E-03	2.04E-03	3.86E-04	1.14E-03	1.58E-05	1.81E-05	5.2711E-03
55103.5	417294.72	37228.88611	25217.68002	9544.74697	18926.91392	6.74479	6.24414	2.31E-03	1.58E-03	4.48E-04	8.89E-04	1.78E-05	2.02E-05	5.7771E-03
55103.5	417294.72	26509.91277	31113.5201	10284.2154	20330.94382	1.30773	1.28706	1.66E-03	1.99E-03	4.84E-04	9.93E-04	3.33E-06	4.11E-06	5.6988E-03
55103.5	417294.72	38637.91063	27813.58652	8593.917	20810.2497	7.80979	7.03138	1.51E-03	1.74E-03	4.02E-04	9.77E-04	1.97E-05	2.25E-05	5.0794E-03
55103.5	417294.72	38686.08723	23792.09447	8637.78544	17984.5722	9.78939	8.79033	2.30E-03	1.49E-03	4.02E-04	8.45E-04	254E-05	2.87E-05	5.6930E-03
55103.5	417294.72	23842.91693	30883.58911	7628.55228	22816.45488	8.62441	7.94859	1.41E-03	1.81E-03	3.86E-04	1.08E-03	2.24E-05	2.54E-05	5.6077E-03
55103.5	417294.72	36777.91684	22488.83824	7910.71388	17057.6278	15.13519	13.55019	2.29E-03	1.40E-03	3.72E-04	8.01E-04	3.93E-05	4.5839E-03	
55103.5	417294.72	23289.79737	31115.67426	6535.70184	2736.23156	15.2568	13.66235	1.40E-03	1.93E-03	3.07E-04	1.11E-03	4.02E-05	4.37E-05	4.8235E-03
55103.5	417294.72	26507.571	27980.47984	7091.11248	21271.47399	14.4264	12.71839	1.81E-03	1.75E-03	3.38E-04	9.99E-04	3.70E-05	4.07E-05	4.2979E-03

CONCENTRATION OF DEPART 6/m³

Midway Village Project—New Phase 3 Receptors Scenario

New Phase 3 Receptors: Exposed to Phases 4 Demolition and Construction Annual Total PM2.5 Emissions (PM2.5 Total)

Annual Average Onsite Total PM2.5 Emission Rate—Demolition Area 4A, Part 1 of 2 Phase 4 (grams/m2/sec);
Annual Average Onsite Total PM2.5 Emission Rate—Demolition Area 4A, Part 2 of 2 Phase 4 (grams/m2/sec);
Annual Average Onsite Total PM2.5 Emission Rate—Construction Area 4B and Area 28/A48 Phase 4 (grams/m2/sec);
Annual Average Onsite Total PM2.5 Emission Rate—Construction Area 4B Phase 4 (grams/m2/sec);
Annual Average Onsite Total PM2.5 Emission Rate—Construction Area 4B Phase 4 (grams/m2/sec);
Annual Average Offsite Total PM2.5 Emission Rate—Road Segment 1 (grams/sec);
Annual Average Offsite Total PM2.5 Emission Rate—Road Segment 2 (grams/sec);

[illegible]

Mitigated Concentrations

1.28E-07
1.28E-07
4.93E-07
4.93E-07
1.07E-04
1.08E-04



Mitigated PM _{2.5} Concentrations			
Maximum DPM ($\mu\text{g}/\text{m}^3$)		MIR UTM	
6.706-66-0.2	X		Y
	55.1653.5		4172854.72

UTM	55165350	417285472
Latitude, Longitude	37°42'05.3"N 122°24'50.6"W	

Construction Health Risk Assessment Files

APPENDIX E

Biological Resources Methods Memorandum



1.0 INTRODUCTION

This memorandum (memo) was prepared to support Section 4.4 Biological Resources of the SCEA for the Midway Village Redevelopment Project (Project). Specifically, this memo describes the methods and results for determining the potential for special-status species to occur onsite.

2.0 METHODS

A Stantec biologist conducted a desktop analysis based on a review of existing information about sensitive biological resources known to occur near the project site to determine whether biological resources are absent, present, and/or are likely to be present. For the purpose of this evaluation, special-status plant species include plants that are as follows: 1) listed as threatened or endangered under the California Endangered Species Act (CESA) or Federal Endangered Species Act (FESA); 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; 4) designated as rare by the California Department of Fish and Wildlife (CDFW); or 5) California Rare Plant Rank 1A, 1B, 2A or 2B species. Special-status animal species include species that are as follows: 1) listed as threatened or endangered under CESA or FESA; 2) proposed for federal listing as threatened or endangered; 3) state or federal candidate species; or 4) identified by the CDFW as species of special concern or fully protected species.

Sensitive natural communities are those communities that are highly limited in distribution and may or may not contain rare, threatened, or endangered species. The California Natural Diversity Database (CNDDDB) ranks natural communities according to their rarity and endangerment in California. Habitats are considered sensitive if they are identified on the CDFW List of Vegetation Alliances and Associations as being highly imperiled or classified by CDFW in the CNDDDB as natural communities of special concern – Ranks S1 to S3.

A CNDDDB and California Native Plant Society (CNPS) database search for special-status species typically includes nine U.S. Geological Survey 7.5-minute quadrangle maps for a small project located within a single quadrangle—the quadrangle that covers the study area—and the eight quadrangles that surround the project quadrangle. In this case, the *San Francisco South*, *San Francisco North*, *Oakland West*, and *Hunter's Point* topographic quadrangles within a 5-mile radius of the project site were queried.

Other information sources consulted to determine which special-status species could potentially occur in the project site included the following:

- USGS California 7.5-minute topographic quadrangles for San Francisco South, San Francisco North, Oakland West, and Hunter's Point;
- Aerial photographs of the project site and surrounding vicinity (Google Earth 2019);
- United States Fish and Wildlife Service (USFWS) list of endangered and threatened species that may occur in the project site (USFWS 2019a);
- USFWS Designated Critical Habitat (USFWS 2019a)
- USFWS National Wetlands Inventory (USFWS 2019b)
- The CDFW CNDDDB plant and animal records within 5 miles of the project site (CDFW 2019a);

- Special Animals List (CDFW 2019b);
- The CNPS online Inventory of Rare and Endangered Plants (CNPS 2019)
- California Wildlife Habitat Relationships System (WHRS) (CDFW 2014).

Based on this review of existing information, a list of special-status species that have the potential to occur or are known to occur in the project site and vicinity was developed. The list was refined based on the habitat within and adjacent to the project site to determine the potential for those species to occur.

2.1 HABITAT COMMUNITIES

Habitat types within the project site were classified based on descriptions provided in *A Guide to Wildlife Habitats of California* (Mayer and Laudenslayer 1988), as well as the California Natural Community List (CDFW 2019c), which is adapted from the technical approach and vegetation alliance classification system described in *A Manual of California Vegetation* (Sawyer et al. 2009). The habitat community present in the project site includes Urban. No aquatic resources were identified in the project site. A description of the habitat within the project site is provided below.

2.1.1 Urban

The project site consists of residential and commercial structures, parking areas, landscaped areas, and an existing park. The existing park includes an open grass area, play structures, and basketball courts. Landscaped areas throughout the project site include ornamental trees and shrubs planted adjacent to roadways and walkways. Additionally, there are trees planted adjacent to the northern and eastern boundary of the project site.

2.1.2 Aquatic Habitats

No aquatic habitats occur within the project site; however, a small unnamed creek flows underneath the project site through a box culvert system that outlets approximately 50 feet east of the project limits into an open earthen channel. The project would not impact the existing culvert that flows underneath the project. Based on aerial imagery, vegetation along the unnamed creek includes unknown shrubs and herbaceous species. Approximately 650 feet downstream of the project site, there is an existing marsh adjacent to the channel. The unnamed creek continues flowing through another box culvert until it reaches an open channel and into the San Francisco Bay. The creek appears to receive runoff from the surrounding developments and roadsides.

3.0 DATABASE RESULTS

3.1 SPECIAL-STATUS SPECIES

3.1.1 Plants

A total of 65 special-status plant species were identified based on a review of pertinent literature, the USFWS species list and CNDDDB and CNPS database records (Appendix A). CNNDDB special-status plant species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and immediate vicinity to determine if potential habitat occurs in the project site. The project site does not provide suitable habitat for special-status plants due to the existing development. The unnamed

creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status plants within the unnamed creek channel:

- bristly sedge (*Carex comosa*) – CNPS 2B.1
- California seablite (*Suaeda californica*) – Federal Endangered (FE), CNPS 1B.1
- johnny-nip (*Castilleja ambigua* var. *ambigua*) – CNPS 4.2
- marsh sandwort (*Arenaria paludicola*) – FE, State Endangered (SE), CNPS 1B.1
- water star-grass (*Heteranthera dubia*) – CNPS 2B.2

3.1.2 Wildlife

A total of 58 special-status animal species were identified based on a review of pertinent literature, the USFWS species list, CNDDDB database records (Appendix A), and a query of the California WHRS (CDFW 2014). CNNDDB special-status animal species occurrences were reviewed within 5 miles of the project site. For each species, habitat requirements were assessed and compared to the habitats in the project site and the immediate vicinity to determine the species' potential to occur in or near the project site. The project site does not provide suitable habitat for special-status species due to the existing development. The unnamed creek, once it outlets adjacent to the project site in an open earthen channel, has limited suitable habitat; therefore, there is low potential to support the following special-status animals within the unnamed creek channel:

- California red-legged frog (*Rana draytonii*) – Federal Threatened (FT), Species of Special Concern (SSC)
- San Francisco gartersnake (*Thamnophis sirtalis tetrataenia*) – FE, SE, Federal Protected (FP)
- western bumble bee (*Bombus occidentalis*) – Critically Endangered (CE)
- western pond turtle (*Emys marmorata*) – SSC

3.2 CRITICAL HABITAT

The project site is not within USFWS designated critical habitat (Appendix A). There is critical habitat within the vicinity of the project site, including Franciscan manzanita (*Arctostaphylos franciscana*) critical habitat located 0.77 mile northwest and Bay checkerspot butterfly critical habitat located 1.25 miles south of the project site.

Appendix A: Database Table Results



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad (San Francisco South (3712264) OR San Francisco North (3712274) OR Oakland West (3712273) OR Hunters Point (3712263)) AND Taxonomic Group (Ferns OR Gymnosperms OR Monocots OR Dicots OR Lichens OR Bryophytes)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Allium peninsulare</i> var. <i>franciscanum</i> Franciscan onion	PMLIL021R1	None	None	G5T2	S2	1B.2
<i>Amsinckia lunaris</i> bent-flowered fiddleneck	PDBOR01070	None	None	G3	S3	1B.2
<i>Arctostaphylos franciscana</i> Franciscan manzanita	PDERI040J3	Endangered	None	G1	S1	1B.1
<i>Arctostaphylos imbricata</i> San Bruno Mountain manzanita	PDERI040L0	None	Endangered	G1	S1	1B.1
<i>Arctostaphylos montana</i> ssp. <i>ravenii</i> Presidio manzanita	PDERI040J2	Endangered	Endangered	G3T1	S1	1B.1
<i>Arctostaphylos montaraensis</i> Montara manzanita	PDERI042W0	None	None	G1	S1	1B.2
<i>Arctostaphylos pacifica</i> Pacific manzanita	PDERI040Z0	None	Endangered	G1	S1	1B.1
<i>Arenaria paludicola</i> marsh sandwort	PDCAR040L0	Endangered	Endangered	G1	S1	1B.1
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
<i>Carex comosa</i> bristly sedge	PMCYP032Y0	None	None	G5	S2	2B.1
<i>Carex praticola</i> northern meadow sedge	PMCYP03B20	None	None	G5	S2	2B.2
<i>Centromadia parryi</i> ssp. <i>parryi</i> pappose tarplant	PDAST4R0P2	None	None	G3T2	S2	1B.2
<i>Chloropyron maritimum</i> ssp. <i>palustre</i> Point Reyes salty bird's-beak	PDSCR0J0C3	None	None	G4?T2	S2	1B.2
<i>Chorizanthe cuspidata</i> var. <i>cuspidata</i> San Francisco Bay spineflower	PDPGN04081	None	None	G2T1	S1	1B.2
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	PDPGN040Q2	Endangered	None	G2T1	S1	1B.1
<i>Cirsium andrewsii</i> Franciscan thistle	PDAST2E050	None	None	G3	S3	1B.2
<i>Cirsium hydrophilum</i> var. <i>vaseyi</i> Mt. Tamalpais thistle	PDAST2E1G2	None	None	G2T1	S1	1B.2
<i>Cirsium occidentale</i> var. <i>compactum</i> compact cobwebby thistle	PDAST2E1Z1	None	None	G3G4T2	S2	1B.2



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Clarkia franciscana</i> Presidio clarkia	PDONA050H0	Endangered	Endangered	G1	S1	1B.1
<i>Collinsia corymbosa</i> round-headed Chinese-houses	PDSCR0H060	None	None	G1	S1	1B.2
<i>Collinsia multicolor</i> San Francisco collinsia	PDSCR0H0B0	None	None	G2	S2	1B.2
<i>Extriplex joaquinana</i> San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
<i>Fritillaria liliacea</i> fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
<i>Gilia capitata ssp. chamissonis</i> blue coast gilia	PDPLM040B3	None	None	G5T2	S2	1B.1
<i>Gilia millefoliata</i> dark-eyed gilia	PDPLM04130	None	None	G2	S2	1B.2
<i>Grindelia hirsutula var. maritima</i> San Francisco gumplant	PDAST470D3	None	None	G5T1Q	S1	3.2
<i>Helianthella castanea</i> Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
<i>Hemizonia congesta ssp. congesta</i> congested-headed hayfield tarplant	PDAST4R065	None	None	G5T2	S2	1B.2
<i>Hesperevax sparsiflora var. brevifolia</i> short-leaved evax	PDASTE5011	None	None	G4T3	S2	1B.2
<i>Hesperolinon congestum</i> Marin western flax	PDLIN01060	Threatened	Threatened	G1	S1	1B.1
<i>Heteranthera dubia</i> water star-grass	PMPON03010	None	None	G5	S2	2B.2
<i>Holocarpha macradenia</i> Santa Cruz tarplant	PDAST4X020	Threatened	Endangered	G1	S1	1B.1
<i>Horkelia cuneata var. sericea</i> Kellogg's horkelia	PDROS0W043	None	None	G4T1?	S1?	1B.1
<i>Horkelia marinensis</i> Point Reyes horkelia	PDROS0W0B0	None	None	G2	S2	1B.2
<i>Hypogymnia schizidiata</i> island tube lichen	NLT0032640	None	None	G2	S1	1B.3
<i>Layia carnosa</i> beach layia	PDAST5N010	Endangered	Endangered	G2	S2	1B.1
<i>Leptosiphon rosaceus</i> rose leptosiphon	PDPLM09180	None	None	G1	S1	1B.1
<i>Lessingia germanorum</i> San Francisco lessingia	PDAST5S010	Endangered	Endangered	G1	S1	1B.1
<i>Malacothamnus arcuatus</i> arcuate bush-mallow	PDMAL0Q0E0	None	None	G2Q	S2	1B.2



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Microseris paludosa</i> marsh microseris	PDAST6E0D0	None	None	G2	S2	1B.2
<i>Monardella sinuata ssp. nigrescens</i> northern curly-leaved monardella	PDLAM18162	None	None	G3T2	S2	1B.2
<i>Pentachaeta bellidiflora</i> white-rayed pentachaeta	PDAST6X030	Endangered	Endangered	G1	S1	1B.1
<i>Plagiobothrys chorisianus var. chorisianus</i> Choris' popcornflower	PDBOR0V061	None	None	G3T1Q	S1	1B.2
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
<i>Plagiobothrys glaber</i> hairless popcornflower	PDBOR0V0B0	None	None	GH	SH	1A
<i>Polemonium carneum</i> Oregon polemonium	PDPLM0E050	None	None	G3G4	S2	2B.2
<i>Polygonum marinense</i> Marin knotweed	PDPGN0L1C0	None	None	G2Q	S2	3.1
<i>Sanicula maritima</i> adobe sanicle	PDAP11Z0D0	None	Rare	G2	S2	1B.1
<i>Senecio aphanactis</i> chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
<i>Silene scouleri ssp. scouleri</i> Scouler's catchfly	PDCAR0U1MC	None	None	G5T4T5	S2S3	2B.2
<i>Silene verecunda ssp. verecunda</i> San Francisco campion	PDCAR0U213	None	None	G5T1	S1	1B.2
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	PDAST6E050	None	None	G2	S2	1B.2
<i>Suaeda californica</i> California seablite	PDCHE0P020	Endangered	None	G1	S1	1B.1
<i>Trifolium amoenum</i> two-fork clover	PDFAB40040	Endangered	None	G1	S1	1B.1
<i>Trifolium hydrophilum</i> saline clover	PDFAB400R5	None	None	G2	S2	1B.2
<i>Triphysaria floribunda</i> San Francisco owl's-clover	PDSCR2T010	None	None	G2?	S2?	1B.2
<i>Triquetrella californica</i> coastal triquetrella	NBMUS7S010	None	None	G2	S2	1B.2
<i>Viburnum ellipticum</i> oval-leaved viburnum	PDCPR07080	None	None	G4G5	S3?	2B.3

Record Count: 58



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Query Criteria: Quad< IS (San Francisco South (3712264) OR San Francisco North (3712274) OR Oakland West (3712273) OR Hunters Point (3712263))
 AND Taxonomic Group IS (Fish OR Amphibians OR Reptiles OR Birds OR Mammals OR Mollusks OR Arachnids OR Crustaceans OR Insects)

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Accipiter cooperii</i> Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
<i>Adela oplerella</i> Opler's longhorn moth	IILEE0G040	None	None	G2	S2	
<i>Ambystoma californiense</i> California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
<i>Antrozous pallidus</i> pallid bat	AMACC10010	None	None	G5	S3	SSC
<i>Banksula incredula</i> incredible harvestman	ILARA14100	None	None	G1	S1	
<i>Bombus caliginosus</i> obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
<i>Bombus occidentalis</i> western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
<i>Caecidotea tomalensis</i> Tomales isopod	ICMAL01220	None	None	G2	S2S3	
<i>Callophrys mossii bayensis</i> San Bruno elfin butterfly	IILEPE2202	Endangered	None	G4T1	S1	
<i>Charadrius alexandrinus nivosus</i> western snowy plover	ABNNB03031	Threatened	None	G3T3	S2S3	SSC
<i>Cicindela hirticollis grandidi</i> sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
<i>Circus hudsonius</i> northern harrier	ABNKC11011	None	None	G5	S3	SSC
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
<i>Coturnicops noveboracensis</i> yellow rail	ABNME01010	None	None	G4	S1S2	SSC
<i>Danaus plexippus pop. 1</i> monarch - California overwintering population	IILEPP2012	None	None	G4T2T3	S2S3	
<i>Dicamptodon ensatus</i> California giant salamander	AAAAH01020	None	None	G3	S2S3	SSC
<i>Dufourea stagei</i> Stage's dufourine bee	IIHYM22010	None	None	G1G2	S1	
<i>Elanus leucurus</i> white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP



Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Emys marmorata</i> western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
<i>Enhydra lutris nereis</i> southern sea otter	AMAJF09012	Threatened	None	G4T2	S2	FP
<i>Erethizon dorsatum</i> North American porcupine	AMAFJ01010	None	None	G5	S3	
<i>Eucyclogobius newberryi</i> tidewater goby	AFCQN04010	Endangered	None	G3	S3	SSC
<i>Euphydryas editha bayensis</i> Bay checkerspot butterfly	IILEPK4055	Threatened	None	G5T1	S1	
<i>Falco peregrinus anatum</i> American peregrine falcon	ABNKD06071	Delisted	Delisted	G4T4	S3S4	FP
<i>Geothlypis trichas sinuosa</i> saltmarsh common yellowthroat	ABPBX1201A	None	None	G5T3	S3	SSC
<i>Hydroporus leechi</i> Leech's skyline diving beetle	IICOL55040	None	None	G1?	S1?	
<i>Ischnura gemina</i> San Francisco forktail damselfly	IIOD072010	None	None	G2	S2	
<i>Lasiurus blossevillei</i> western red bat	AMACC05060	None	None	G5	S3	SSC
<i>Lasiurus cinereus</i> hoary bat	AMACC05030	None	None	G5	S4	
<i>Laterallus jamaicensis coturniculus</i> California black rail	ABNME03041	None	Threatened	G3G4T1	S1	FP
<i>Lichnanthe ursina</i> bumblebee scarab beetle	IICOL67020	None	None	G2	S2	
<i>Melospiza melodia pusillula</i> Alameda song sparrow	ABPBXA301S	None	None	G5T2?	S2S3	SSC
<i>Melospiza melodia samuelis</i> San Pablo song sparrow	ABPBXA301W	None	None	G5T2	S2	SSC
<i>Mylopharodon conocephalus</i> hardhead	AFCJB25010	None	None	G3	S3	SSC
<i>Nyctinomops macrotis</i> big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
<i>Phalacrocorax auritus</i> double-crested cormorant	ABNFD01020	None	None	G5	S4	WL
<i>Plebejus icarioides missionensis</i> Mission blue butterfly	IILEPG801A	Endangered	None	G5T1	S1	
<i>Rallus obsoletus obsoletus</i> California Ridgway's rail	ABNME05011	Endangered	Endangered	G5T1	S1	FP
<i>Rana draytonii</i> California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC



Selected Elements by Scientific Name
California Department of Fish and Wildlife
California Natural Diversity Database



Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
<i>Reithrodontomys raviventris</i> salt-marsh harvest mouse	AMAFF02040	Endangered	Endangered	G1G2	S1S2	FP
<i>Riparia riparia</i> bank swallow	ABPAU08010	None	Threatened	G5	S2	
<i>Scapanus latimanus insularis</i> Angel Island mole	AMABB02032	None	None	G5THQ	SH	
<i>Scapanus latimanus parvus</i> Alameda Island mole	AMABB02031	None	None	G5THQ	SH	SSC
<i>Speyeria callippe callippe</i> callippe silverspot butterfly	IILEPJ6091	Endangered	None	G5T1	S1	
<i>Spirinchus thaleichthys</i> longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
<i>Sternula antillarum browni</i> California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
<i>Taxidea taxus</i> American badger	AMAJF04010	None	None	G5	S3	SSC
<i>Thamnophis sirtalis tetrataenia</i> San Francisco gartersnake	ARADB3613B	Endangered	Endangered	G5T2Q	S2	FP
<i>Trachusa gummifera</i> San Francisco Bay Area leaf-cutter bee	IIHYM80010	None	None	G1	S1	
<i>Tryonia imitator</i> mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	
<i>Vespericola marinensis</i> Marin hesperian	IMGASA4140	None	None	G2	S2	
<i>Zapus trinotatus orarius</i> Point Reyes jumping mouse	AMAFH01031	None	None	G5T1T3Q	S1S3	SSC

Record Count: 52



*The database used to provide updates to the Online Inventory is under construction. [View updates and changes made since May 2019 here.](#)

Plant List

65 matches found. [Click on scientific name for details](#)

Search Criteria

Found in Quads 3712274, 3712264 3712273 and 3712263;

[Modify Search Criteria](#) [Export to Excel](#) [Modify Columns](#) [Modify Sort](#) [Display Photos](#)

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Amsinckia lunaris	bent-flowered fiddleneck	Boraginaceae	annual herb	Mar-Jun	1B.2	S3	G3
Arabis blepharophylla	coast rockcress	Brassicaceae	perennial herb	Feb-May	4.3	S4	G4
Arctostaphylos franciscana	Franciscan manzanita	Ericaceae	perennial evergreen shrub	Feb-Apr	1B.1	S1	G1
Arctostaphylos imbricata	San Bruno Mountain manzanita	Ericaceae	perennial evergreen shrub	Feb-May	1B.1	S1	G1
Arctostaphylos montana ssp. ravenii	Presidio manzanita	Ericaceae	perennial evergreen shrub	Feb-Mar	1B.1	S1	G3T1
Arctostaphylos montaraensis	Montara manzanita	Ericaceae	perennial evergreen shrub	Jan-Mar	1B.2	S1	G1
Arctostaphylos pacifica	Pacific manzanita	Ericaceae	evergreen shrub	Feb-Apr	1B.1	S1	G1
Arenaria paludicola	marsh sandwort	Caryophyllaceae	perennial stoloniferous herb	May-Aug	1B.1	S1	G1
Aspidotis carlotta-halliae	Carlotta Hall's lace fern	Pteridaceae	perennial rhizomatous herb	Jan-Dec	4.2	S3	G3
Astragalus nuttallii var. nuttallii	ocean bluff milk-vetch	Fabaceae	perennial herb	Jan-Nov	4.2	S4	G4T4
Astragalus tener var. tener	alkali milk-vetch	Fabaceae	annual herb	Mar-Jun	1B.2	S1	G2T1
Carex comosa	bristly sedge	Cyperaceae	perennial rhizomatous herb	May-Sep	2B.1	S2	G5
Carex praticola	northern meadow sedge	Cyperaceae	perennial herb	May-Jul	2B.2	S2	G5
Castilleja ambigua var. ambigua	johnny-nip	Orobanchaceae	annual herb (hemiparasitic)	Mar-Aug	4.2	S3S4	G4T4
Centromadia parryi ssp. parryi	pappose tarplant	Asteraceae	annual herb	May-Nov	1B.2	S2	G3T2
Chloropyron maritimum ssp. palustre	Point Reyes bird's-beak	Orobanchaceae	annual herb (hemiparasitic)	Jun-Oct	1B.2	S2	G4?T2

<u>Chorizanthe cuspidata var. cuspidata</u>	San Francisco Bay spineflower	Polygonaceae	annual herb	Apr-Jul(Aug)	1B.2	S1	G2T1
<u>Chorizanthe robusta var. robusta</u>	robust spineflower	Polygonaceae	annual herb	Apr-Sep	1B.1	S1	G2T1
<u>Cirsium andrewsii</u>	Franciscan thistle	Asteraceae	perennial herb	Mar-Jul	1B.2	S3	G3
<u>Cirsium hydrophilum var. vaseyi</u>	Mt. Tamalpais thistle	Asteraceae	perennial herb	May-Aug	1B.2	S1	G2T1
<u>Cirsium occidentale var. compactum</u>	compact cobwebby thistle	Asteraceae	perennial herb	Apr-Jun	1B.2	S2	G3G4T2
<u>Clarkia franciscana</u>	Presidio clarkia	Onagraceae	annual herb	May-Jul	1B.1	S1	G1
<u>Collinsia corymbosa</u>	round-headed Chinese-houses	Plantaginaceae	annual herb	Apr-Jun	1B.2	S1	G1
<u>Collinsia multicolor</u>	San Francisco collinsia	Plantaginaceae	annual herb	(Feb)Mar-May	1B.2	S2	G2
<u>Equisetum palustre</u>	marsh horsetail	Equisetaceae	perennial rhizomatous herb	unk	3	S1S3	G5
<u>Eriophorum gracile</u>	slender cottongrass	Cyperaceae	perennial rhizomatous herb (emergent)	May-Sep	4.3	S4	G5
<u>Erysimum franciscanum</u>	San Francisco wallflower	Brassicaceae	perennial herb	Mar-Jun	4.2	S3	G3
<u>Extriplex joaquinana</u>	San Joaquin spearscale	Chenopodiaceae	annual herb	Apr-Oct	1B.2	S2	G2
<u>Fritillaria liliacea</u>	fragrant fritillary	Liliaceae	perennial bulbiferous herb	Feb-Apr	1B.2	S2	G2
<u>Gilia capitata ssp. chamissonis</u>	blue coast gilia	Polemoniaceae	annual herb	Apr-Jul	1B.1	S2	G5T2
<u>Gilia millefoliata</u>	dark-eyed gilia	Polemoniaceae	annual herb	Apr-Jul	1B.2	S2	G2
<u>Grindelia hirsutula var. maritima</u>	San Francisco gumplant	Asteraceae	perennial herb	Jun-Sep	3.2	S1	G5T1Q
<u>Helianthella castanea</u>	Diablo helianthella	Asteraceae	perennial herb	Mar-Jun	1B.2	S2	G2
<u>Hemizonia congesta ssp. congesta</u>	congested-headed hayfield tarplant	Asteraceae	annual herb	Apr-Nov	1B.2	S2	G5T2
<u>Hesperervax sparsiflora var. brevifolia</u>	short-leaved evax	Asteraceae	annual herb	Mar-Jun	1B.2	S2	G4T3
<u>Hesperolinon congestum</u>	Marin western flax	Linaceae	annual herb	Apr-Jul	1B.1	S1	G1
<u>Heteranthera dubia</u>	water star-grass	Pontederiaceae	perennial herb (aquatic)	Jul-Oct	2B.2	S2	G5
<u>Holocarpha macradenia</u>	Santa Cruz tarplant	Asteraceae	annual herb	Jun-Oct	1B.1	S1	G1
<u>Horkelia cuneata var. sericea</u>	Kellogg's horkelia	Rosaceae	perennial herb	Apr-Sep	1B.1	S1?	G4T1?
<u>Horkelia marinensis</u>	Point Reyes horkelia	Rosaceae	perennial herb	May-Sep	1B.2	S2	G2
<u>Hypogymnia schizidiata</u>	island rock lichen	Parmeliaceae	foliose lichen (null)		1B.3	S1	G2
<u>Iris longipetala</u>	coast iris	Iridaceae	perennial rhizomatous herb	Mar-May	4.2	S3	G3
<u>Layia carnosa</u>	beach layia	Asteraceae	annual herb	Mar-Jul	1B.1	S2	G2
<u>Leptosiphon rosaceus</u>	rose leptosiphon	Polemoniaceae	annual herb	Apr-Jul	1B.1	S1	G1
<u>Lessingia germanorum</u>	San Francisco lessingia	Asteraceae	annual herb	(Jun)Jul-Nov	1B.1	S1	G1

<u>Malacothamnus arcuatus</u>	arcuate bush-mallow	Malvaceae	perennial evergreen shrub	Apr-Sep	1B.2	S2	G2Q
<u>Micropus amphibolus</u>	Mt. Diablo cottonweed	Asteraceae	annual herb	Mar-May	3.2	S3S4	G3G4
<u>Microseris paludosa</u>	marsh microseris	Asteraceae	perennial herb	Apr-Jun(Jul)	1B.2	S2	G2
<u>Monardella sinuata ssp. nigrescens</u>	northern curly-leaved monardella	Lamiaceae	annual herb	(Apr)May-Jul(Aug-Sep)	1B.2	S2	G3T2
<u>Pentachaeta bellidiflora</u>	white-rayed pentachaeta	Asteraceae	annual herb	Mar-May	1B.1	S1	G1
<u>Plagiobothrys chorisianus var. chorisianus</u>	Choris' popcornflower	Boraginaceae	annual herb	Mar-Jun	1B.2	S1	G3T1Q
<u>Plagiobothrys diffusus</u>	San Francisco popcornflower	Boraginaceae	annual herb	Mar-Jun	1B.1	S1	G1Q
<u>Polemonium carneum</u>	Oregon polemonium	Polemoniaceae	perennial herb	Apr-Sep	2B.2	S2	G3G4
<u>Sanicula maritima</u>	adobe sanicle	Apiaceae	perennial herb	Feb-May	1B.1	S2	G2
<u>Senecio aphanactis</u>	chaparral ragwort	Asteraceae	annual herb	Jan-Apr(May)	2B.2	S2	G3
<u>Silene scouleri ssp. scouleri</u>	Scouler's catchfly	Caryophyllaceae	perennial herb	(Mar-May)Jun-Aug(Sep)	2B.2	S2S3	G5T4T5
<u>Silene verecunda ssp. verecunda</u>	San Francisco campion	Caryophyllaceae	perennial herb	(Feb)Mar-Jun(Aug)	1B.2	S1	G5T1
<u>Spergularia macrotheca var. longistyla</u>	long-styled sand-spurrey	Caryophyllaceae	perennial herb	Feb-May(Jun)	1B.2	S2	G5T2
<u>Stebbinsoseris decipiens</u>	Santa Cruz microseris	Asteraceae	annual herb	Apr-May	1B.2	S2	G2
<u>Suaeda californica</u>	California seablite	Chenopodiaceae	perennial evergreen shrub	Jul-Oct	1B.1	S1	G1
<u>Trifolium amoenum</u>	two-fork clover	Fabaceae	annual herb	Apr-Jun	1B.1	S1	G1
<u>Trifolium hydrophilum</u>	saline clover	Fabaceae	annual herb	Apr-Jun	1B.2	S2	G2
<u>Triphysaria floribunda</u>	San Francisco owl's-clover	Orobanchaceae	annual herb	Apr-Jun	1B.2	S2?	G2?
<u>Triquetrella californica</u>	coastal triquetrella	Pottiaceae	moss		1B.2	S2	G2
<u>Viburnum ellipticum</u>	oval-leaved viburnum	Adoxaceae	perennial deciduous shrub	May-Jun	2B.3	S3?	G4G5

Suggested Citation

California Native Plant Society, Rare Plant Program. 2019. Inventory of Rare and Endangered Plants of California (online edition, v8-03 0.39). Website <http://www.rareplants.cnps.org> [accessed 28 October 2019].

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Questions and Comments

rareplants@cnps.org

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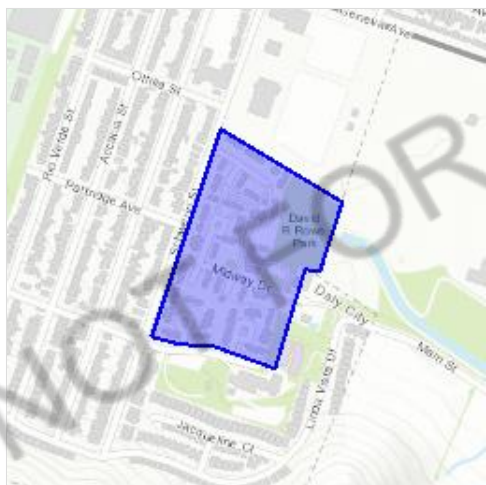
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

San Mateo County, California



Local office

Sacramento Fish And Wildlife Office

☎ (916) 414-6600

📠 (916) 414-6713

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the [Endangered Species Act](#) are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME

STATUS

Salt Marsh Harvest Mouse *Reithrodontomys raviventris*

Endangered

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/613>Southern Sea Otter *Enhydra lutris nereis*

Threatened

No critical habitat has been designated for this species.

<https://ecos.fws.gov/ecp/species/8560>

Marine mammal

Birds

NAME	STATUS
California Clapper Rail <i>Rallus longirostris obsoletus</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern <i>Sterna antillarum browni</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4467	Threatened
Short-tailed Albatross <i>Phoebastria (=Diomedea) albatrus</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/433	Endangered
Western Snowy Plover <i>Charadrius nivosus nivosus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Green Sea Turtle <i>Chelonia mydas</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6199	Threatened
San Francisco Garter Snake <i>Thamnophis sirtalis tetrataenia</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5956	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened

Fishes

NAME	STATUS
Delta Smelt <i>Hypomesus transpacificus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/321	Threatened
Tidewater Goby <i>Eucyclogobius newberryi</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/57	Endangered

Insects

NAME	STATUS
Bay Checkerspot Butterfly <i>Euphydryas editha bayensis</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2320	Threatened
Callippe Silverspot Butterfly <i>Speyeria callippe callippe</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3779	Endangered
Mission Blue Butterfly <i>Icaricia icarioides missionensis</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/6928	Endangered
Myrtle's Silverspot Butterfly <i>Speyeria zerene myrtleae</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6929	Endangered
San Bruno Elfin Butterfly <i>Callophrys mossii bayensis</i> There is proposed critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/3394	Endangered

Flowering Plants

NAME	STATUS
Franciscan Manzanita <i>Arctostaphylos franciscana</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5350	Endangered
Presidio Manzanita <i>Arctostaphylos hookeri</i> var. <i>ravenii</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7216	Endangered
Robust Spineflower <i>Chorizanthe robusta</i> var. <i>robusta</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/9287	Endangered
San Francisco Lessingia <i>Lessingia germanorum</i> (=L.g. var. <i>germanorum</i>) No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8174	Endangered
Showy Indian Clover <i>Trifolium amoenum</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6459	Endangered
White-rayed Pentachaeta <i>Pentachaeta bellidiflora</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/7782	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird *Selasphorus sasin*

Breeds Feb 1 to Jul 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9637>

Bald Eagle *Haliaeetus leucocephalus*

Breeds Jan 1 to Aug 31

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Black Oystercatcher *Haematopus bachmani*

Breeds Apr 15 to Oct 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9591>

Black Skimmer *Rynchops niger*

Breeds May 20 to Sep 15

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5234>

Black Turnstone *Arenaria melanocephala*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Burrowing Owl *Athene cunicularia*

Breeds Mar 15 to Aug 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9737>

Clark's Grebe *Aechmophorus clarkii*

Breeds Jan 1 to Dec 31

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat *Geothlypis trichas sinuosa*

Breeds May 20 to Jul 31

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/2084>

Long-billed Curlew *Numenius americanus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/5511>

Marbled Godwit *Limosa fedoa*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9481>

Breeds elsewhere

Nuttall's Woodpecker *Picoides nuttallii*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/9410>

Breeds Apr 1 to Jul 20

Rufous Hummingbird *selasphorus rufus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/8002>

Breeds elsewhere

Short-billed Dowitcher *Limnodromus griseus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Breeds elsewhere

Song Sparrow *Melospiza melodia*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Breeds Feb 20 to Sep 5

Spotted Towhee *Pipilo maculatus clementae*

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Breeds Apr 15 to Jul 20

Tricolored Blackbird *Agelaius tricolor*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Breeds Mar 15 to Aug 10

Whimbrel *Numenius phaeopus*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Breeds elsewhere

Willet *Tringa semipalmata*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds elsewhere

Wrentit *Chamaea fasciata*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Breeds Mar 15 to Aug 10

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

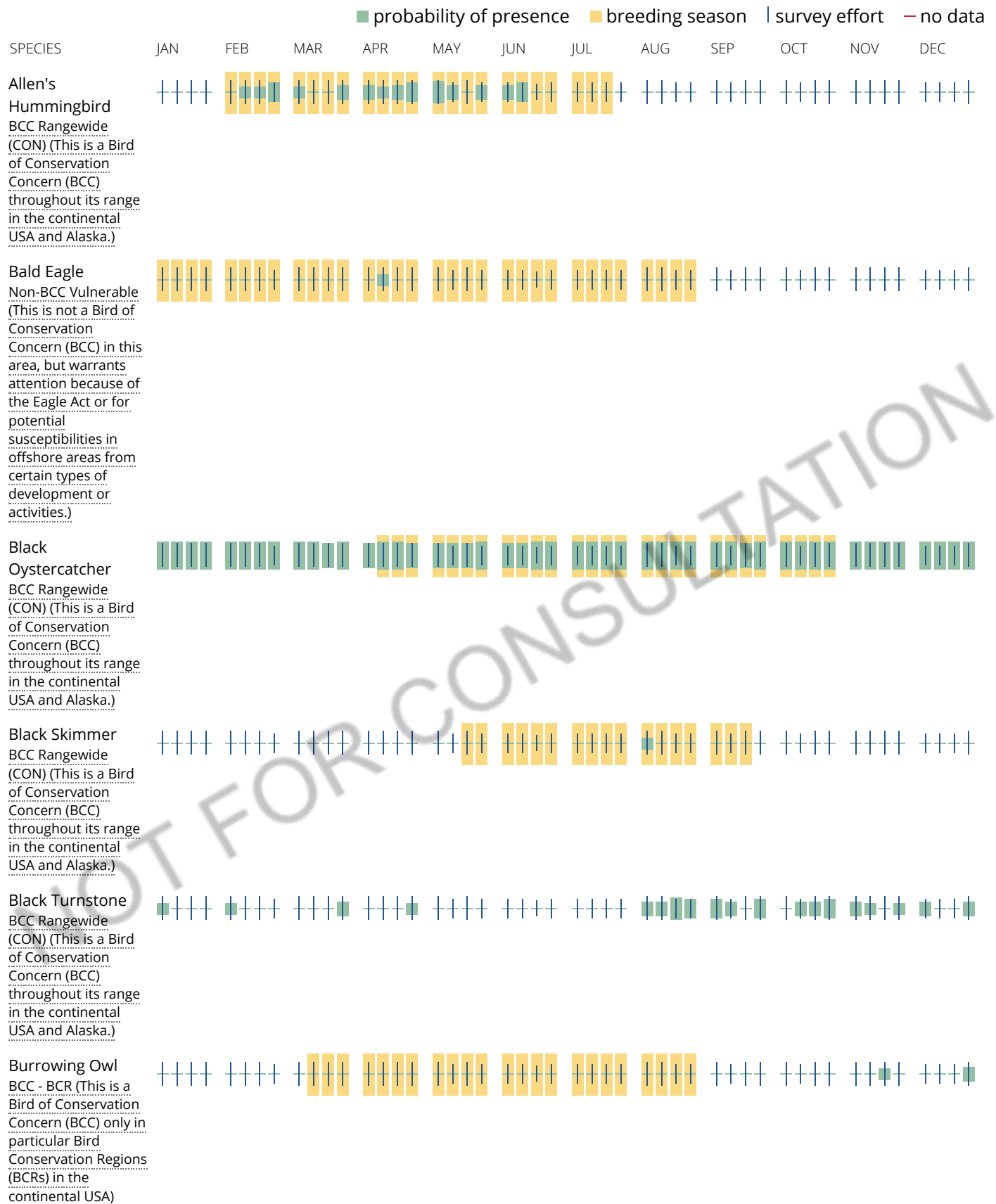
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

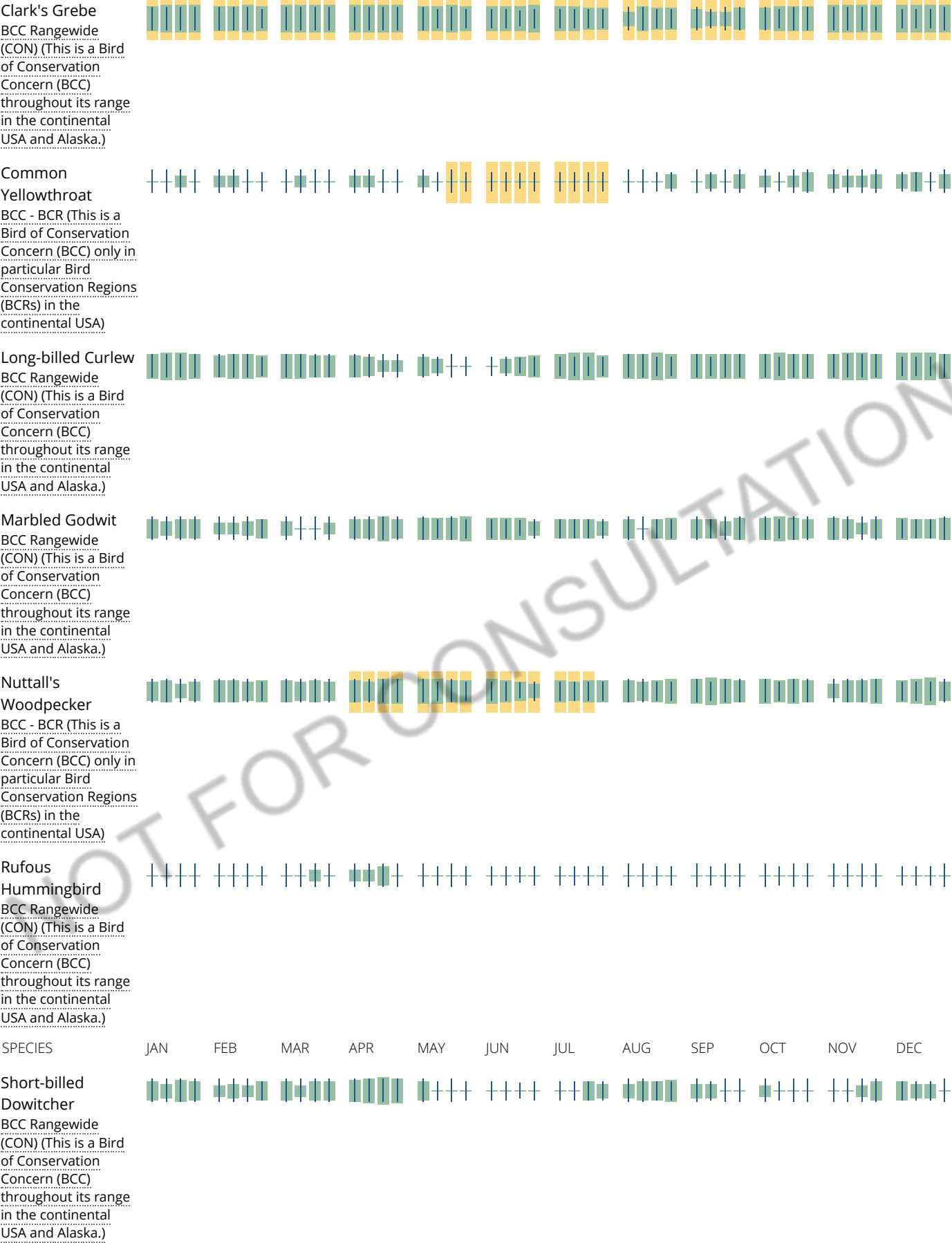
No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

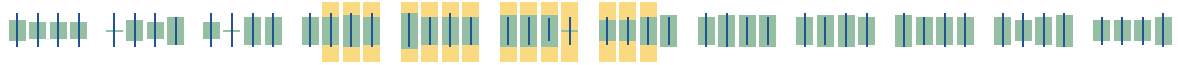




Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Tricolored Blackbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Whimbrel
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Willet
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Wrentit
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review.

Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Marine mammals

Marine mammals are protected under the [Marine Mammal Protection Act](#). Some are also protected under the Endangered Species Act¹ and the Convention on International Trade in Endangered Species of Wild Fauna and Flora².

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries³ [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the [Marine Mammals](#) page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take (to harass, hunt, capture, kill, or attempt to harass, hunt, capture or kill) of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

1. The [Endangered Species Act](#) (ESA) of 1973.
2. The [Convention on International Trade in Endangered Species of Wild Fauna and Flora](#) (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
3. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following marine mammals under the responsibility of the U.S. Fish and Wildlife Service are potentially affected by activities in this location:

NAME

Southern Sea Otter *Enhydra lutris nereis*
<https://ecos.fws.gov/ecp/species/8560>

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

APPENDIX F

Preliminary Arborist Report





Preliminary Arborist Report

**Midway Village
Daly City, CA**

**PREPARED FOR
MidPen Housing Corporation
303 Vintage Park Drive, Suite 250
Foster City, CA 94404**

**PREPARED BY:
HortScience | Bartlett Consulting
325 Ray St.
Pleasanton, CA 94566**

September 24, 2019

**Preliminary Arborist Report
Midway Village
Daly City, CA**

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Tree Inventory Map

Tree Assessment

Tree Disposition

Preliminary Arborist Report Midway Village Daly City, CA

Introduction and Overview

MidPen Housing Corporation is planning redevelopment of the sites at Midway Village in Daly City, CA. The sites currently consist of a public affordable housing development with parks, interior streets, and landscaping. HortScience | Bartlett Consulting was asked to prepare a **Preliminary Arborist Report** for the sites as part of the project submittal. This report is preliminary because plans are in the conceptual phase and surveyed tree locations were not on plans

This report provides the following information:

1. An evaluation of the health and structural condition of the trees within the proposed project area based on a visual inspection from the ground.
2. A preliminary assessment of trees that will be preserved and removed based on plans provided by the client.
3. Guidelines for tree preservation during the design, construction, and maintenance phases of development.

Tree Assessment Methods

Trees were assessed on September 3, 2019. The survey included all trees (as defined by the Daly City ordinance) located within the proposed project area. The assessment procedure consisted of the following steps:

1. Identifying the tree species;
2. Tagging each tree with an identifying number and recording its location on a map;
3. Measuring the trunk diameter at a point 4.5' above grade;
4. Evaluating the health and structural condition using a scale of 1 – 5:
 - 5 - A healthy, vigorous tree, reasonably free of signs and symptoms of disease, with good structure and form typical of the species.
 - 4 - Tree with slight decline in vigor, small amount of twig dieback, minor structural defects that could be corrected.
 - 3 - Tree with moderate vigor, moderate twig and small branch dieback, thinning of crown, poor leaf color, moderate structural defects that might be mitigated with regular care.
 - 2 - Tree in decline, epicormic growth, extensive dieback of medium to large branches, significant structural defects that cannot be abated.
 - 1 - Tree in severe decline, dieback of scaffold branches and/or trunk; most of foliage from epicormics; extensive structural defects that cannot be abated.
5. Rating the suitability for preservation as “high”, “moderate” or “low”. Suitability for preservation considers the health, age and structural condition of the tree, and its potential to remain an asset to the site for years to come.

High: Tree with good health and structural stability that have the potential for longevity at the site.

Moderate: Tree with somewhat declining health and/or structural defects that can be abated with treatment. The tree will require more intense management and monitoring and may have shorter life span than those in ‘high’ category.

Low: Tree in poor health or with significant structural defects that cannot be mitigated. Tree is expected to continue to decline, regardless of treatment. The species or individual may have characteristics that are undesirable for landscapes and generally are unsuited for use areas.

Description of Trees

Two-hundred nineteen (219) trees were evaluated, including 38 different species (Table 1, next page). Overall, the trees at the site were in good condition (49%), with 34% in fair condition, and 17% in poor condition. Descriptions of each tree are found in the ***Tree Assessment*** and approximate locations are plotted on the ***Tree Inventory Map*** (see Exhibits).

The largest trees on the site were Italian stone pines and Monterey pines. Five Monterey pines were evaluated. Trunk diameters of the three largest trees ranged from 26-43 inches. Three trees were in fair (#107 & 209) and good (#148) condition. One Monterey pine in poor condition (#60) had codominant trunks of 22 and 15 inches, with the leader having been previously removed. The smallest Monterey pine #15 had a 2-inch diameter trunk.

Three Italian stone pines had trunks that ranged from 27 to 43 inches in diameter. Tree #114 had fair form and structure, while trees #115 and 116 were rated in good condition, both with dense spreading crowns (Photo 1).

The most common species evaluated was Chinese elm, with 39 trees (18% of the population). Most trees were located along Schwerin Street. Trees were young to semi-mature, with an average trunk diameter of 5 inches. More than half the trees (22 total) were in good condition with dense foliage and typical structure. Trees in fair condition had thinning crowns and/or some structural defects. Two trees (#68 & 70) were nearly dead.



Photo 1: Italian stone pines #115 and 116, both in good condition, were the largest trees evaluated.

Thirty-five (35) Australian willows were evaluated (16%). Trees were young, with an average trunk diameter of 2 inches. About half the trees (18 total) were in good condition with good structure and dense foliage. Ten (10) trees in fair condition had slightly thin crowns. Seven trees were in decline or nearly dead.

Thirteen (13) bottlebrush trees were scattered about the site (6%). They were semi-mature with trunk diameters from 5 to 12 inches and an average diameter of 9 inches. Trees had been pruned to form compact crowns. Most trees were in good condition with dense foliage. Only one tree (#203) had poor form and a thin crown.

Marina madrone was the next most common species with 12 trees (5%). Trees were young, with trunk diameters from 1 to 3 inches. Two trees were in poor condition, with thin crowns and dying leaves. Two trees in fair condition had minor twig dieback. The remaining trees were in fair and good condition.

**Table 1. Condition ratings and frequency of occurrence of trees
Midway Village, Daly City, CA**

Common Name	Scientific Name	Condition			Total
		Poor (1-2)	Fair (3)	Good (4-5)	
Sydney golden wattle	<i>Acacia longifolia</i>	1	1	-	2
Blackwood acacia	<i>Acacia melanoxylon</i>	-	-	5	5
Peppermint tree	<i>Agonis flexuosa</i>	-	3	8	11
Marina madrone	<i>Arbutus 'Marina'</i>	2	2	8	12
Strawberry tree	<i>Arbutus unedo</i>	-	1	-	1
Incense cedar	<i>Calocedrus decurrens</i>	-	-	1	1
European hornbeam	<i>Carpinus betulus 'Fastigata'</i>	3	1	-	4
Carob	<i>Ceratonia siliqua</i>	1	8	1	10
Lemon	<i>Citrus limon</i>	-	1	-	1
Red flowering gum	<i>Corymbia ficifolia</i>	-	-	1	1
Carrotwood	<i>Cupaniopsis anacardioides</i>	1	4	-	5
Bronze loquat	<i>Eriobotrya deflexa</i>	-	2	-	2
River red gum	<i>Eucalyptus camaldulensis</i>	-	1	-	1
Fig	<i>Ficus carica</i>	-	1	-	1
Australian willow	<i>Geijera parviflora</i>	7	10	18	35
Monterey cypress	<i>Hesperocyparis macrocarpa</i>	-	1	-	1
Crape myrtle	<i>Lagerstroemia indica</i>	-	2	-	2
Glossy privet	<i>Ligustrum lucidum</i>	-	1	-	1
Tulip tree	<i>Liriodendron tulipifera</i>	-	3	2	5
Brisbane box	<i>Lophostemon confertus</i>	-	-	11	11
Southern magnolia	<i>Magnolia grandiflora</i>	5	5	-	10
Bottlebrush	<i>Melaleuca citrina</i>	1	1	11	13
Pink melaleuca	<i>Melaleuca nesophylla</i>	1	-	-	1
New Zealand Christmas tree	<i>Metrosideros excelsa</i>	-	4	7	11
Italian stone pine	<i>Pinus pinea</i>	-	1	2	3
Monterey pine	<i>Pinus radiata</i>	1	2	2	5
Plum	<i>Prunus domestica</i>	-	1	-	1
Peach	<i>Prunus persica</i>	-	1	-	1
Callery pear	<i>Pyrus calleryana</i>	-	1	1	2
Evergreen pear	<i>Pyrus kawakamii</i>	1	2	-	3
Weeping willow	<i>Salix babylonica</i>	1	-	-	1
Brazilian pepper	<i>Schinus terebinthifolius</i>	-	1	-	1
Queen palm	<i>Syagrus romanzoffianum</i>	-	1	2	3
Water gum	<i>Tristaniaopsis laurina</i>	5	3	4	12
Chinese elm	<i>Ulmus parvifolia</i>	7	10	22	39
Mexican fan palm	<i>Washingtonia robusta</i>	-	-	1	1
Total		37	75	107	219

Eleven (11) Brisbane box trees were performing very well at the site. All 11 trees were in good condition with dense, healthy foliage. Ten (10) trees were young, ranging from 3-5 inches in trunk diameter. One mature tree (27" trunk) was in good condition with minor twig dieback in portions of the crown (Photo 2).

Ten southern magnolias evaluated were in fair to poor condition. Crowns were small and windblown.

The remaining species were represented by five or fewer trees and included the following.

- Five each of blackwood acacia, carrotwood, and tulip tree
- Four European hornbeam
- Three each of evergreen pear and queen palm
- Two each of bronze loquat, crape myrtle, Callery pear, and Sydney golden wattle
- And one each of strawberry tree, incense cedar, lemon, red flowering gum, river red gum, fig, glossy privet, pink melaleuca, plum, peach, weeping willow, Brazilian pepper, and Mexican fan palm.



Photo 2: Brisbane box #81, located on Martin Street., was in good condition.

Off-site trees

Numerous trees were located off site to the north and east of Midway Village. Trees to the north were primarily comprised of mature Italian stone pines growing on a paved berm. The base elevations of trees were higher than the existing landscape elevation on the project site. Portions of tree crowns extended over the site.

The SFPUC easement on the eastern edge of the site was inaccessible. It was densely planted with mostly blackwood acacias, as well as a few southern magnolias, willows, and toyon. There were approximately 60 trees within the easement. Trees were young to semi-mature: 47 trees had smaller than 8-inch trunk diameters; 14 trees had trunk diameters from 8 to 16 inches; only one tree had a trunk diameter of 18 inches. Some trees were growing against the fence with portions of the canopies extending over the fence (Photo 3). According to plans, the boundary of 20'-wide easement appeared to be located inside the fence line.



Photo 3: A dense stand of trees was growing within the SFPUC easement.

Suitability for Preservation

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself, and the potential for individual trees to function well over an extended length of time. Trees that are preserved on development sites must be carefully selected to make sure that they may survive development impacts, adapt to a new environment and perform well in the landscape.

Our goal is to identify trees that have the potential for long-term health, structural stability and longevity. For trees growing in open fields, away from areas where people and property are present, structural defects and/or poor health presents a low risk of damage or injury if they fail. However, we must be concerned about safety in use areas. Therefore, where development encroaches into existing plantings, we must consider their structural stability as well as their potential to grow and thrive in a new environment. Where development will not occur, the normal life cycles of decline, structural failure and death should be allowed to continue.

Evaluation of suitability for preservation considers several factors:

- **Tree health**
Healthy, vigorous trees are better able to tolerate impacts such as root injury, demolition of existing structures, changes in soil grade and moisture, and soil compaction than are non-vigorous trees. For example, the magnolias likely would not tolerate root loss from construction impacts as well as healthier trees would.
- **Structural integrity**
Trees with significant amounts of wood decay and other structural defects that cannot be corrected are likely to fail. Such trees should not be preserved in areas where damage to people or property is likely.
- **Species response**
There is a wide variation in the response of individual species to construction impacts and changes in the environment. For instance, Brisbane box and Chinese elm are relatively tolerant of construction impacts compared to Monterey pine, which is sensitive to root damage.
- **Tree age and longevity**
Old trees, while having significant emotional and aesthetic appeal, have limited physiological capacity to adjust to an altered environment. Young trees are better able to generate new tissue and respond to change.
- **Species invasiveness**
Species that spread across a site and displace desired vegetation are not always appropriate for retention. This is particularly true when indigenous species are displaced. The California Invasive Plant Inventory Database (<http://www.cal-ipc.org/paf/>) lists species identified as being invasive. South San Francisco is part of the Central West Floristic Province. **River red gum**, **Brazilian pepper** are listed as “limited” invasive, and **Mexican fan palm** and **fig** are listed as moderately invasive.

**Table 2. Tree suitability for preservation
Midway Village, Daly City, CA**

High	Trees in this category are in good health and structural stability and have the potential for longevity at the site. Forty three (43) trees were in this category.
Moderate	Trees in this category have fair health and/or structural defects that may be abated with treatment. These trees require more intense management and monitoring, and may have shorter life-spans than those in the “high” category. One hundred twenty-five (125) trees had moderate suitability for preservation.
Low	Trees in this category are in poor health or have significant defects in structure that cannot be abated with treatment. These trees can be expected to decline regardless of management. The species or individual tree may possess either characteristics that are undesirable in landscape settings or be unsuited for use areas. Fifty-one (51) trees were in this category.

We consider trees with good suitability for preservation to be the best candidates for preservation. We do not recommend retention of trees with poor suitability for preservation in areas where people or property will be present. Retention of trees with moderate suitability for preservation depends upon the intensity of proposed site changes.

Evaluation of Impacts and Recommendations for Action

Appropriate tree retention develops a practical match between the location and intensity of construction activities and the quality and health of trees. The **Tree Assessment** was the reference points for tree condition and quality. Impacts from the proposed project were assessed using the Civil, Architectural, and Landscape plans (dated 6/21/19). Plans were in the conceptual phase and surveyed tree locations were not included.

The plans show reconfiguration of buildings and streets across the entire site. Apartment buildings will be located on the interior of the site with smaller townhomes along Martin and Schwerin Streets. Wider sidewalks will be constructed along Martin and Schwerin (15' wide) and new interior streets (12' wide). Community amenities such as childcare center, community center, and a large public park will be constructed.

Because of the intensity of demolition, grading, and construction activity across the sites, there is very little opportunity to preserve trees. Nearly all 219 trees will be directly impacted by the above developments.

There may be an opportunity to preserve the two largest trees – Italian stone pines #115 and 116 – which appear to be located within the proposed resident park near the future community services center.

Similarly, four mature blackwood acacias (#216-219) may be preserved if surrounding bioretention basins can be relocated and grading and other impacts around trees are minimized.

In order to provide detailed preservation guidelines for these trees, H|BC requires detailed civil plans with surveyed tree locations.

Off-site trees along the north (adjacent to proposed public park) will be minimally impacted. Plans show a jogging path and landscape adjacent to off-site trees. Minor pruning may be needed for clearance. Impacts to tree health and stability are expected to be minor.

Some trees within the SFPUC easement may need to be removed if chain link fencing is relocated to actual easement boundary (closer to property line), and if adjacent improvements (e.g. EVA construction) disrupt a significant number of roots. Further evaluation of plans is necessary to determine number of trees impacted and extent of impacts.

In summary, 213 trees will be directly impacted by redevelopment and require removal. Two Italian stone pines (#215 & 216) as well as four blackwood acacias (#216-219) could potentially be preserved, if minor plan adjustments are made. Additional trees within the easement may be located within the development area and may need to be removed.

Disposition of individual trees can be found in the Tree Disposition form (see Exhibits). Preservation of trees is predicated on following the **Tree Preservation Guidelines** below.

Preliminary Tree Preservation Guidelines

The key to tree preservation is to establish a **TREE PROTECTION ZONE** that excludes construction activity near the tree. The following are recommendations for design and construction phases that will assist in successful tree preservation. As project plans are refined, tree protection specifications will be modified and finalized, and a tree preservation and protection plan will be prepared.

Tree Protection Zone

1. A **TREE PROTECTION ZONE** shall be identified for each tree to be preserved on the Tree Protection Plan prepared by the Project Arborist. For the purposes of this report, the **TREE PROTECTION ZONE** shall be defined as the unpaved area beneath each tree's dripline.
 - a. Fence all trees to be retained to completely enclose the **TREE PROTECTION ZONE** prior to demolition, grubbing or grading. Fences shall be 6 ft. chain link with posts sunk into the ground or equivalent as approved by the City.
 - b. Fences must be installed prior to beginning demolition and must remain until construction is complete.
 - c. No grading, excavation, construction or storage or dumping of materials shall occur within the **TREE PROTECTION ZONE**.
 - d. No underground services including utilities, sub-drains, water or sewer shall be placed in the **TREE PROTECTION ZONE**.

Design recommendations

1. Plot accurate locations of all trees to be preserved on all project plans. Identify the **TREE PROTECTION ZONE** for each tree. Focus on preserving trees that have high suitability for preservation.
2. Any changes to the plans affecting the trees should be reviewed by the consulting arborist regarding tree impacts. These include, but are not limited to, site plans, improvement plans, utility and drainage plans, grading plans, landscape and irrigation plans, and demolition plans.
3. Plan for tree preservation by designing adequate space around trees to be preserved. This is the **TREE PROTECTION ZONE**: No grading, excavation, construction or storage of materials should occur within that zone. Route underground services including utilities, sub-drains, water or sewer around the **TREE PROTECTION ZONE**. For design purposes, the **TREE PROTECTION ZONE** trees shall be defined as the tree dripline.

5. Consider the vertical clearance requirements near trees during design. Avoid designs that would require pruning more than 20% of a tree's canopy.
6. Irrigation systems must be designed so that no trenching severs roots larger than 1" in diameter will occur within the **TREE PROTECTION ZONE**.
7. **Tree Preservation Guidelines** prepared by the Consulting Arborist, which include specifications for tree protection during demolition and construction, should be included on all plans.
8. Any herbicides placed under paving materials must be safe for use around trees and labeled for that use.
9. Do not lime the subsoil within 50' of any tree. Lime is toxic to tree roots.
10. As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees should be designed to withstand differential displacement.
11. Ensure adequate but not excessive water is supplied to trees; in most cases occasional irrigation will be required. Avoid directing runoff toward trees.

Pre-demolition and pre-construction treatments and recommendations

1. The demolition and construction contractors should meet with the Consulting Arborist before beginning work to discuss work procedures and tree protection.
2. Trees may require pruning to provide construction clearance. All pruning shall be completed by a Certified Arborist or Tree Worker and adhere to the latest edition of the ANSI Z133 and A300 standards as well as the Best Management Practices -- Tree Pruning published by the International Society of Arboriculture.
3. Where demolition must occur close to trees, such as removing curb and pavement, install temporary trunk protection devices such as winding silt sock wattle or wood planks around trunks or stacking hay bales around tree trunks to a height of approximately 5'. Any low branches that are within the work zone should also be protected. Remove trunk protection after demolition is completed and install protective fence at the limits of the tree protection zone. Do not retain wattle around tree trunks for more than 2-3 weeks to avoid damaging trunks from excess moisture.
4. Apply and maintain 4-6" wood chip mulch within the **TREE PROTECTION ZONE**. Keep the mulch 2' from the base of tree trunks.
5. Trees to be removed shall be felled to fall away from **TREE PROTECTION ZONE** and avoid pulling and breaking of roots of trees to remain. If roots are entwined, the Project Arborist may require first severing the major woody root mass before extracting the trees or grinding the stump below ground.
6. All down brush and trees shall be removed from the **TREE PROTECTION ZONE** either by hand, or with equipment sitting outside the **TREE PROTECTION ZONE**. Extraction shall occur by lifting the material out, not by skidding across the ground. Brush shall be chipped and spread beneath the trees within the **TREE PROTECTION ZONE**.
7. Structures and underground features to be removed within the **TREE PROTECTION ZONE** shall use equipment that will minimize damage to trees above and below ground and operate from outside the **TREE PROTECTION ZONE**. Tie back branches and wrap trunks with protective materials to protect from injury as directed by the Project arborist. The Project arborist shall be on-site during all operations within the **TREE PROTECTION ZONE** to monitor demolition activity.

8. All tree work shall comply with the Migratory Bird Treaty Act as well as California Fish and Wildlife code 3503-3513 to not disturb nesting birds. To the extent feasible tree pruning and removal should be scheduled outside of the breeding season. Breeding bird surveys should be conducted prior to tree work. Qualified biologists should be involved in establishing work buffers for active nests.
9. Any grading, construction, demolition or other work that is expected to encounter tree roots should be monitored by the Project Arborist.
10. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Project Arborist so that appropriate treatments can be applied.
11. No materials, equipment, spoil, waste or wash-out water may be deposited, stored, or parked within the **TPZ** (fenced area).
12. Any roots damaged during grading or construction shall be exposed to sound tissue and cut cleanly with a saw.

Recommendations for tree protection during construction

1. Any approved grading, construction, demolition or other work within the **TREE PROTECTION ZONE** should be monitored by the Consulting Arborist.
2. All contractors shall conduct operations in a manner that will prevent damage to trees to be preserved.
3. Tree protection devices are to remain until all site work has been completed within the work area. Fences or other protection devices may not be relocated or removed without permission of the Consulting Arborist.
4. Construction trailers, traffic and storage areas must always remain outside **TREE PROTECTION ZONE**.
5. Any root pruning required for construction purposes shall receive the prior approval of and be supervised by the Consulting Arborist. Roots should be cut with a saw to provide a flat and smooth cut. Removal of roots larger than 2" in diameter should be avoided.
6. If roots 2" and greater in diameter are encountered during site work and must be cut to complete the construction, the Consulting Arborist must be consulted to evaluate effects on the health and stability of the tree and recommend treatment.
7. Any brush clearing required within the **TREE PROTECTION ZONE** shall be accomplished with hand-operated equipment.
8. Prior to grading or trenching, trees may require root pruning outside the **TREE PROTECTION ZONE**. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the Consulting Arborist.
9. Spoil from trench, footing, utility or other excavation shall not be placed within the **TREE PROTECTION ZONE**, neither temporarily nor permanently.
10. All grading within the dripline of trees shall be done using the smallest equipment possible. The equipment shall operate perpendicular to the tree and operate from outside the **TREE PROTECTION ZONE**. Any modifications must be approved and monitored by the Consulting Arborist.
11. All trees shall be irrigated on a schedule to be determined by the Consulting Arborist (every 3 to 6 weeks is typical). Each irrigation shall wet the soil within the **TREE PROTECTION ZONE** to a depth of 30".
12. If injury should occur to any tree during construction, it should be evaluated as soon as possible by the Consulting Arborist so that appropriate treatments can be applied.

13. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the **TREE PROTECTION ZONE**.
14. Any additional tree pruning needed for clearance during construction must be performed by a Certified Arborist and not by construction personnel.
15. Trees that accumulate a sufficient quantity of dust on their leaves, limbs and trunk as judged by the Consulting Arborist shall be spray-washed at the direction of the Project Arborist.

Maintenance of impacted trees

Preserved trees will experience a physical environment different from that pre-development. As a result, tree health and structural stability should be monitored. Occasional pruning, fertilization, mulch, pest management, replanting and irrigation may be required. In addition, provisions for monitoring both tree health and structural stability following construction must be made a priority. Inspect trees annually and following major storms to identify conditions requiring treatment to manage risk associated with tree failure.

Our procedures included assessing trees for observable defects in structure. This is not to say that trees without significant defects will not fail. Failure of apparently defect-free trees does occur, especially during storm events. Wind forces, for example, can exceed the strength of defect-free wood causing branches and trunks to break. Wind forces coupled with rain can saturate soils, reducing their ability to hold roots, and blow over defect-free trees. Although we cannot predict all failures, identifying those trees with observable defects is a critical component of enhancing public safety.

Furthermore, trees change over time. Our inspections represent the condition of the tree at the time of inspection. As trees age, the likelihood of failure of branches or entire trees increases. Annual tree inspections are recommended to identify changes to tree health and structure. In addition, trees should be inspected after storms of unusual severity to evaluate damage and structural changes. Initiating these inspections is the responsibility of the client and/or tree owner.

If you have any questions about my observations or recommendations, please contact me.

HortScience | Bartlett Consulting



Deanne Ecklund
Registered Consulting Arborist #647



Exhibits

Tree Inventory Map

Tree Assessment

Tree Disposition



HORT SCIENCE

BARTLETT CONSULTING

Divisions of The I.A. Bartlett Tree Expert Company

Tree Inventory Map

Midway Village
Northern Section
Daly City, CA

Prepared for:
MidPen Housing Corporation
Foster City, CA

September 2019

No Scale

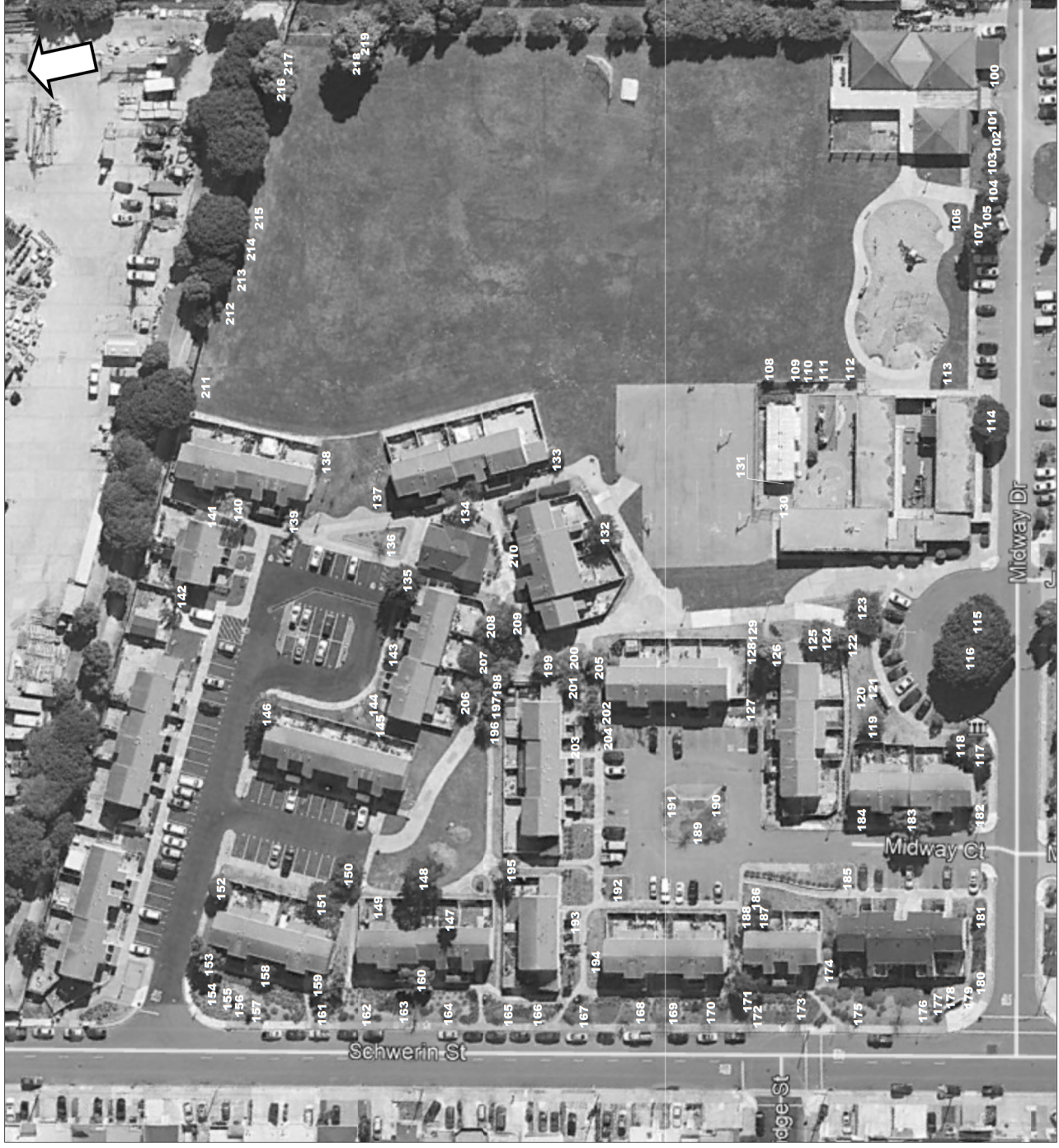
Notes:

Base map provided by:
Google Earth

Numbered tree locations are approximate



325 Ray Street
Pleasanton, California 94566
Phone: 925.464.6211
Fax: 925.464.6595



Tree Inventory Map

Midway Village
Southern Section
Daly City, CA

Prepared for:
MidPen Housing Corporation
Foster City, CA

September 2019

No Scale

Notes:

Base map provided by:
Google Earth
Numbered tree locations are approximate



325 Ray Street
Pleasanton, California 94566
Phone 925-464-0211
Fax 925-464-0586



Tree Assessment

Midway Village
Daly City, CA
September 2019

Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
1	Brisbane box	5	5	High	Good form and structure; dense crown.
2	Australian willow	3	4	High	Codominant trunks at 5'; compact crown.
3	Australian willow	2	4	Moderate	Good form and structure; slightly thin crown.
4	Australian willow	1	2	Low	Dead top; thin crown.
5	Australian willow	2	3	Moderate	Fair form and structure; slightly thin crown; twig dieback.
6	Australian willow	1	2	Low	Crown half dead.
7	Australian willow	3	4	High	Good form and structure; compact crown.
8	Australian willow	2	4	Moderate	Good form and structure; slightly thin crown.
9	Australian willow	2	4	Moderate	Good form and structure; slightly thin crown.
10	Australian willow	2	4	High	Good form and structure; compact crown.
11	Sydney golden wattle	6,5	2	Low	Codominant trunks at 3'; decay at attachment; asymmetrical form.
12	Sydney golden wattle	10	3	Low	Root failure with decay in roots; trunk leans 45 degrees; dense crown.
13	Australian willow	2	3	Moderate	Asymmetrical form; slightly thin crown.
14	Australian willow	2	4	High	Round, dense crown; slightly thin top.
15	Monterey pine	2	5	High	Good young tree; dense crown.
16	Australian willow	2	2	Low	Crown half dead.
17	Australian willow	1,1	3	Moderate	Codominant trunks at 4'; windblown, asymmetrical form.
18	Australian willow	3,2	4	Moderate	Codominant trunks at 3'; good form; slightly thin crown.
19	Australian willow	1	1	Low	Mostly dead.
20	Australian willow	1	1	Low	Mostly dead.
21	Australian willow	2	2	Low	Very thin crown.
22	Australian willow	3	4	High	Compact, dense crown.
23	Australian willow	2,2,1	4	High	Compact, dense crown.
24	Bottlebrush	5	4	Moderate	Compact crown; fair structure.
25	European hornbeam	1	2	Low	Compact form; basal wound; dead top; twig dieback.
26	European hornbeam	1	2	Low	Compact form; basal wound; dead top; twig dieback.
27	European hornbeam	1	2	Low	Compact form; basal wound; dead top; twig dieback.
28	Marina madrone	2	4	High	Good form, fair structure; dense crown.

Tree Assessment

Midway Village
Daly City, CA
September 2019

Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
29	Marina madrone	2	2	Low	Multiple attachments at 4'; girdled by nursery straps; dying, drooping leaves.
30	Brisbane box	4	4	Moderate	Multiple attachments at 6'; dense crown.
31	Brisbane box	4	5	High	Good form and structure; dense crown.
32	Fig	2,2,2	3	Low	In yard, tag on fence; multiple attachments at base; against fence and crowded by adjacent tree.
33	Plum	4,4,1,1,1	3	Moderate	In yard, tag on fence; multiple attachments at base; twig dieback in upper crown.
34	Brisbane box	5	5	High	Good form and structure; dense crown.
35	New Zealand Christmas Tree	18	4	High	Multiple attachments at 5'; raised crown; dense foliage.
36	Marina madrone	3	3	Moderate	Multiple attachments at 4'; girdled by nursery straps; minor twig dieback.
37	Bottlebrush	10	4	Moderate	Compact crown; fair structure.
38	Bottlebrush	10	4	Moderate	Compact crown; fair structure.
39	Brisbane box	5	5	High	Good form and structure; dense crown.
40	Brisbane box	3	4	Moderate	Good form; slightly thin crown.
41	Australian willow	1	3	Moderate	Good form and structure; thin crown.
42	Pear	1	4	Moderate	In yard; good young tree.
43	Lemon	2,1,1,1	3	Moderate	Multiple attachments at 1'; against building.
44	Australian willow	1	2	Low	Windblown, asymmetrical crown; thin crown.
45	Chinese elm	4	2	Low	Thin crown; chlorotic.
46	Chinese elm	5	4	Moderate	Good form, fair structure; dense crown.
47	Chinese elm	4	3	Moderate	Good form; slightly thin crown.
48	Chinese elm	3	2	Low	Trunk wound from stake; small, yellow leaves.
49	Marina madrone	2	4	Moderate	Multiple attachments at 4'; dense crown.
50	Marina madrone	3	2	Low	Multiple attachments at 4'; dry, dying foliage.
51	Bottlebrush	10	4	Moderate	Compact crown; fair structure.
52	Marina madrone	2	4	Moderate	Multiple attachments at 4'; dense crown.
53	Marina madrone	3	4	Moderate	Multiple attachments at 4'; dense crown.
54	Marina madrone	2	4	Moderate	Multiple attachments at 4'; dense crown.

Tree Assessment

Midway Village
Daly City, CA

September 2019



Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
55	Australian willow	3	4	Moderate	Good form and structure; slightly thin crown.
56	Australian willow	2,1,1	4	High	Multiple attachments at 4'; compact, dense crown.
57	Australian willow	2	3	Moderate	Compact, slightly thin crown..
58	Australian willow	2	3	Low	Thin crown; slightly chlorotic.
59	Marina madrone	3	5	High	Codominant trunks at 4'; dense crown.
60	Monterey pine	22,15	1	Low	Mostly dead; leader removed.
61	Chinese elm	5	4	High	Good form, fair structure; dense crown.
62	Bottlebrush	10	4	Moderate	Compact crown; fair structure.
63	New Zealand Christmas Tree	18,15	4	High	Codominant trunks at 4'; raised crown; dense foliage.
64	Bottlebrush	9	4	Moderate	Compact crown; fair structure.
65	New Zealand Christmas Tree	18	4	High	Multiple attachments at 5'; good form; dense crown.
66	Australian willow	2	3	Moderate	Slightly thin crown.
67	Bottlebrush	12	4	Moderate	Compact crown; fair structure.
68	Chinese elm	2	1	Low	Mostly dead
69	Chinese elm	2	2	Low	Twig dieback; chlorotic.
70	Chinese elm	2	1	Low	Mostly dead.
71	Marina madrone	2	4	Moderate	Multiple attachments at 4'; dense crown.
72	Loquat	3,1	3	Moderate	In yard; codominant trunks at 3'; dense crown.
73	Australian willow	3	4	Moderate	Good form and structure; slightly thin crown.
74	Bottlebrush	12	4	Moderate	Compact crown; fair structure.
75	New Zealand Christmas Tree	22	3	Moderate	Girdling root; codominant trunks at 8'; poor structure; previously topped at 12'.
76	Australian willow	2	4	Moderate	Good form and structure; slightly thin crown.
77	Bottlebrush	6	4	Moderate	Compact crown; fair structure.
78	Bottlebrush	6	3	Moderate	Compact crown; fair structure; trunk wound.
79	Carob	15,12	2	Low	Codominant trunks at 3'; asymmetrical crown; thin upper crown.
80	Chinese elm	6	4	High	Good form, typical structure; dense crown.
81	Brisbane box	27	4	Moderate	Good form, fair structure; thin parts in crown.

Tree Assessment

Midway Village
Daly City, CA
September 2019

Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
82	Water gum	2	5	High	Good form; dense crown.
83	Water gum	1	1	Low	Mostly dead.
84	Chinese elm	7	4	High	Good form, typical structure; dense crown.
85	Chinese elm	6	3	Moderate	Large limb failure; trunk wound; fair structure.
86	Chinese elm	4	2	Low	Very thin crown.
87	River red gum	2,2,1	3	Moderate	Multiple attachments at base; volunteer; dense foliage.
88	Chinese elm	5	4	High	Good form, typical structure; dense crown.
89	Chinese elm	4	3	Moderate	Fair form; slightly thin crown.
90	Chinese elm	4	3	Low	Topped at 5'; dense crown.
91	Chinese elm	5	4	High	Good form; typical structure.
92	New Zealand Christmas Tree	10	3	Moderate	Trunk bows slightly north; long trunk tear out wound; small, high crown.
93	Chinese elm	6	3	Moderate	Nursery stake embedded in trunk; thin upper crown; good form.
94	Chinese elm	6	3	Moderate	Fair form and structure; asymmetrical crown.
95	Chinese elm	5	4	Moderate	Fair form and structure; spreading crown.
96	Chinese elm	6	4	High	Good form, typical structure; dense crown.
97	Chinese elm	4	2	Low	Very thin crown.
98	Water gum	2	4	High	Multiple attachments at 5'; good form; dense crown.
99	Water gum	2	5	High	Good form and structure; dense crown.
100	New Zealand Christmas Tree	4,3,3	3	Moderate	Codominant trunks at base; hedged.
101	Carob	8,5	3	Moderate	Codominant trunks at 4'; compact crown.
102	Carob	8	3	Moderate	Codominant trunks at 5'; slightly thin crown.
103	Carob	9,5	3	Low	Codominant trunks at 2'; bleeding trunk wounds with decay; small thin crown.
104	Carob	6,5	3	Moderate	Codominant trunks at 3'; small crown.
105	Carob	11,9,8,4	4	Moderate	Multiple attachments at 4'; trunk wound; dense crown.
106	Water gum	4	3	Moderate	Trunk wounds; compact crown.
107	Monterey pine	28	3	Moderate	Codominant trunks at 6'; round, compact form; slightly thin crown on south.

Tree Assessment

Midway Village
Daly City, CA
September 2019

Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
108	Southern magnolia	5	3	Moderate	Crown raised to 9'; small crown.
109	Southern magnolia	6	3	Moderate	Crown raised to 8'; small crown.
110	Southern magnolia	4	3	Low	Crown raised to 8'; small, thinning crown.
111	Southern magnolia	4	3	Low	Crown raised to 8'; small, thinning crown.
112	Southern magnolia	5	3	Moderate	Crown raised to 8'; asymmetrical crown.
113	Incense cedar	7	5	High	Good form and structure; good young tree.
114	Italian stone pine	27	3	Moderate	Multiple attachments at 5'; dense crown; pruned on north for building.
115	Italian stone pine	43	4	Moderate	Codominant trunks at 6'; dense, spreading crown.
116	Italian stone pine	32	4	Moderate	Codominant trunks at 7' and 9'; dense, spreading crown.
117	New Zealand Christmas Tree	12	4	Moderate	Multiple attachments at 6'; fair form; slightly thin crown.
118	Red flowering gum	19	4	Moderate	Codominant trunks at 6'; asymmetrical crown.
119	Brisbane box	4	4	Moderate	Good form; slightly thin crown.
120	Australian willow	2	3	Moderate	Good form and structure; slightly thin crown.
121	Australian willow	4	4	High	Good form and structure; dense crown.
122	Brisbane box	4	5	High	Good form and structure; dense crown.
123	Brazilian pepper	11,9,8,7	3	Moderate	Multiple attachments at 1' with narrow attachment; twisted form; dense crown.
124	Peppermint tree	14	4	Moderate	Multiple attachments at 6'; thin interior crown.
125	Peppermint tree	21	4	Moderate	Multiple attachments at 6'; thin interior crown.
126	Blackwood acacia	15	4	Moderate	Codominant trunks at 14'; good form; dense crown.
127	Tulip tree	10	3	Moderate	Fair form and structure; twig dieback in upper crown.
128	Tulip tree	7	4	Moderate	Codominant trunks at 5'; good form.
129	Tulip tree	11	3	Moderate	Good form, fair structure; twig dieback in upper crown.
130	Grape myrtle	3	3	Moderate	In schoolyard, no tag; small, slightly thin crown.
131	Grape myrtle	3	3	Moderate	In schoolyard, no tag; small, slightly thin crown.
132	Carrotwood	14	3	Moderate	Good form, fair structure; tear out wound on trunk.
133	Pink melaleuca	8,6	2	Low	Partial failure at base; poor structure.
134	Carrotwood	15	3	Moderate	Multiple attachments at 6'; slightly thin crown.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
135	Monterey cypress	21	3	Low	Asymmetrical crown; limb failure on south; dead limbs.
136	Chinese elm	6	3	Moderate	Fair form and structure; chlorotic.
137	Queen palm	4	3	Moderate	4' brown trunk height; chlorotic.
138	Tulip tree	10	3	Low	Asymmetrical crown; windblown; trunk wound.
139	Queen palm	16	4	Moderate	10' brown trunk height; dry frond tips.
140	Weeping willow	11	2	Low	Codominant trunks at 7'; very thin crown.
141	Gallery pear	6	3	Moderate	Narrow form; 4' from building; twig dieback.
142	Peppermint tree	15	3	Moderate	Codominant trunks at 6'; high, small crown.
143	Carrotwood	5	3	Moderate	Multiple attachments at 7'; small crown; trunk wound.
144	Evergreen pear	5	1	Low	Mostly dead.
145	Tulip tree	8	4	Moderate	Good form and structure; slightly thin on windward side.
146	Carrotwood	18	2	Low	Poor form and structure; thin crown; cable girdling trunk.
147	Mexican fan palm	18	4	High	In yard, no tag; 28' brown trunk height; dry frond tips.
148	Monterey pine	29	4	Moderate	Good form; dense crown; trunk wound near base.
149	Peach	3	3	Moderate	In yard; typical form and structure.
150	Carob	16	3	Low	Large trunk wound with decay; dense, spreading crown.
151	Carob	11,9	3	Low	Codominant trunks at 4'; tear out wound thinning crown.
152	Bottlebrush	12	4	Moderate	Dense, compact crown; fair structure.
153	New Zealand Christmas Tree	15	4	Moderate	Multiple attachments at 7'; dense crown; pruned for building clearance.
154	Water gum	1	2	Low	Dead top; thin crown.
155	Water gum	1	2	Low	Dead and dying foliage throughout crown.
156	Water gum	1	3	Moderate	Fair form and structure; thinning crown.
157	Water gum	1	4	Moderate	Good form, fair structure; dense crown.
158	Carrotwood	8	3	Moderate	Multiple attachments at 6'; slightly thin crown.
159	New Zealand Christmas Tree	12	3	Moderate	Multiple attachments at 6'; asymmetrical crown; pruned for building clearance.
160	New Zealand Christmas Tree	12	4	Moderate	Multiple attachments at 6'; dense crown; pruned for building clearance.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
161	Chinese elm	5	4	High	Good form; typical structure.
162	Chinese elm	4	4	High	Good form; typical structure; slightly thin crown.
163	Chinese elm	5	4	High	Good form; typical structure.
164	Chinese elm	4	3	Moderate	Fair form and structure; chlorotic.
165	Chinese elm	4	3	Moderate	Fair form and structure; chlorotic.
166	Chinese elm	5	4	High	Good form; typical structure; dense crown.
167	Chinese elm	6	4	Moderate	Typical form and structure; slightly thin crown.
168	Chinese elm	5	3	Moderate	Fair form and structure; slightly thin crown.
169	Chinese elm	6	4	High	Good form; typical structure; dense crown.
170	Chinese elm	5	4	High	Good form; typical structure; dense crown.
171	Carob	18	3	Moderate	Codominant trunks at 6'; limb failure on north; poor structure; asymmetrical crown.
172	Chinese elm	5	4	High	Good form; typical structure; dense crown.
173	Chinese elm	6	4	High	Good form; typical structure; dense crown.
174	Australian willow	2	4	High	Dense crown; good form.
175	Chinese elm	5	4	Moderate	Typical form and structure; slightly thin crown.
176	Chinese elm	6	4	High	Good form; typical structure; dense crown.
177	Water gum	1	2	Low	Dead top; thin crown.
178	Water gum	1	2	Low	Dead top; thin crown.
179	Water gum	2	3	Moderate	Good form; twig dieback in upper crown.
180	European hornbeam	2	3	Low	Twig dieback; dead top; compact form.
181	Brisbane box	5	5	High	Good form and structure; dense crown.
182	Brisbane box	3	4	Moderate	Good form and structure; slightly thin crown.
183	New Zealand Christmas Tree	18	4	Moderate	Multiple attachments at 9'; pruned for building clearance.
184	Australian willow	2	3	Moderate	Good form and structure; thinning crown
185	Australian willow	2	3	Moderate	Good form and structure; thinning crown
186	Australian willow	3	4	Moderate	Good form and structure; slightly thin crown.
187	Glossy privet	12	3	Moderate	In yard; dense crown; fair structure.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
188	Bronze loquat	7	3	Moderate	In yard; dense crown; fair structure.
189	Chinese elm	6	4	High	Good form; typical structure; dense crown.
190	Chinese elm	6	4	Moderate	Typical form and structure; slightly thin crown.
191	Chinese elm	4	4	Moderate	Typical form and structure; slightly thin crown.
192	Marina madrone	3	4	Moderate	Multiple attachments at 4'; dense crown.
193	Bottlebrush	8	4	Moderate	Dense, compact crown; fair structure.
194	Australian willow	2	4	High	Dense crown; good form; fair structure.
195	Carob	15	3	Low	Large trunk wound; asymmetrical crown.
196	Peppermint tree	13	3	Low	Codominant trunks at 6' with narrow attachments; thinning crown.
197	Peppermint tree	16	4	Moderate	Good form; fair structure; multiple attachments at 6'.
198	Peppermint tree	18	4	Moderate	Good form; fair structure; multiple attachments at 6'.
199	Peppermint tree	12	4	Moderate	Good form; fair structure; multiple attachments at 6'.
200	Peppermint tree	13	4	Moderate	Good form; fair structure; multiple attachments at 6'.
201	Peppermint tree	10	4	Moderate	Good form; fair structure; multiple attachments at 6'.
202	Peppermint tree	16	3	Moderate	Good form; fair structure; multiple attachments at 6'; asymmetrical crown.
203	Bottlebrush	7	2	Low	Poor form; thin crown.
204	Marina madrone	1	3	Moderate	Fair form and structure; twig dieback.
205	Peppermint tree	13	4	Moderate	Good form; fair structure; multiple attachments at 6'.
206	Evergreen pear	10	3	Moderate	Codominant trunks at 6'; spreading crown; typical structure.
207	Strawberry tree	15	3	Moderate	Large trunk wound; good form; thinning crown.
208	Evergreen pear	8	3	Moderate	Codominant trunks at 6'; crowded by #209; fair form and structure.
209	Monterey pine	26	3	Moderate	Typical form and structure; slightly thin crown; surface roots filling planter.
210	Queen palm	7	4	Moderate	6' brown trunk height; dry frond tips.
211	Southern magnolia	2	2	Low	Small, stunted crown.
212	Southern magnolia	2	2	Low	Small, stunted crown; major trunk sunburn.
213	Southern magnolia	2	1	Low	Small, asymmetrical crown; major trunk sunburn.
214	Southern magnolia	2	2	Low	Small, stunted crown; major trunk sunburn.
215	Southern magnolia	2	2	Low	Small, stunted crown; major trunk sunburn.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Comments
216	Blackwood acacia	14	4	Moderate	Codominant trunks at 10'; crowded form; dense crown.
217	Blackwood acacia	21	4	Moderate	Good form; fair structure; dense crown.
218	Blackwood acacia	20	4	Moderate	One of two trees comprising a single crown; typical form and structure.
219	Blackwood acacia	23	4	Moderate	One of two trees comprising a single crown; typical form and structure.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
1	Brisbane box	5	5	High	Remove	Sidewalk
2	Australian willow	3	4	High	Remove	Grading
3	Australian willow	2	4	Moderate	Remove	Grading
4	Australian willow	1	2	Low	Remove	Grading; low suit.
5	Australian willow	2	3	Moderate	Remove	Grading
6	Australian willow	1	2	Low	Remove	Grading; low suit.
7	Australian willow	3	4	High	Remove	Street B
8	Australian willow	2	4	Moderate	Remove	Street B
9	Australian willow	2	4	Moderate	Remove	Building D
10	Australian willow	2	4	High	Remove	Building D
11	Sydney golden wattle	6,5	2	Low	Remove	Building D; low suit.
12	Sydney golden wattle	10	3	Low	Remove	Building D; low suit.
13	Australian willow	2	3	Moderate	Remove	Building D
14	Australian willow	2	4	High	Remove	Building D
15	Monterey pine	2	5	High	Remove	Building D
16	Australian willow	2	2	Low	Remove	Building D; low suit.
17	Australian willow	1,1	3	Moderate	Remove	Building D
18	Australian willow	3,2	4	Moderate	Remove	Building D
19	Australian willow	1	1	Low	Remove	Building D; low suit.
20	Australian willow	1	1	Low	Remove	Building D; low suit.
21	Australian willow	2	2	Low	Remove	Parcel 5 townhomes; low suit.
22	Australian willow	3	4	High	Remove	Sidewalk/Street A
23	Australian willow	2,2,1	4	High	Remove	Parcel 5 townhomes
24	Bottlebrush	5	4	Moderate	Remove	Parcel 5 townhomes
25	European hornbeam	1	2	Low	Remove	EVA; low suit.
26	European hornbeam	1	2	Low	Remove	EVA; low suit.
27	European hornbeam	1	2	Low	Remove	EVA; low suit.
28	Marina madrone	2	4	High	Remove	EVA

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
29	Marina madrone	2	2	Low	Remove	EVA; low suit.
30	Brisbane box	4	4	Moderate	Remove	EVA
31	Brisbane box	4	5	High	Remove	EVA
32	Fig	2,2,2	3	Low	Remove	EVA; low suit.
33	Plum	4,4,1,1,1	3	Moderate	Remove	EVA
34	Brisbane box	5	5	High	Remove	EVA
35	New Zealand Christmas Tree	18	4	High	Remove	EVA
36	Marina madrone	3	3	Moderate	Remove	EVA
37	Bottlebrush	10	4	Moderate	Remove	Sidewalk
38	Bottlebrush	10	4	Moderate	Remove	Sidewalk
39	Brisbane box	5	5	High	Remove	Sidewalk
40	Brisbane box	3	4	Moderate	Remove	Sidewalk
41	Australian willow	1	3	Moderate	Remove	Building C
42	Pear	1	4	Moderate	Remove	Building C
43	Lemon	2,1,1,1	3	Moderate	Remove	Building C
44	Australian willow	1	2	Low	Remove	Building F; low suit.
45	Chinese elm	4	2	Low	Remove	Building F; low suit.
46	Chinese elm	5	4	Moderate	Remove	Building F
47	Chinese elm	4	3	Moderate	Remove	Building F
48	Chinese elm	3	2	Low	Remove	Building F; low suit.
49	Marina madrone	2	4	Moderate	Remove	Building F
50	Marina madrone	3	2	Low	Remove	Building F; low suit.
51	Bottlebrush	10	4	Moderate	Remove	Parcel 21/22 townhomes
52	Marina madrone	2	4	Moderate	Remove	Parcel 21/22 townhomes
53	Marina madrone	3	4	Moderate	Remove	Street B
54	Marina madrone	2	4	Moderate	Remove	Sidewalk
55	Australian willow	3	4	Moderate	Remove	Parcel 16/17 townhomes
56	Australian willow	2,1,1	4	High	Remove	Parcel 16/17 townhomes

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
57	Australian willow	2	3	Moderate	Remove	Building E
58	Australian willow	2	3	Low	Remove	Sidewalk/Street A; low suit.
59	Marina madrone	3	5	High	Remove	Sidewalk
60	Monterey pine	22,15	1	Low	Remove	Sidewalk; low suit.
61	Chinese elm	5	4	High	Remove	Sidewalk
62	Bottlebrush	10	4	Moderate	Remove	Building E
63	New Zealand Christmas Tree	18,15	4	High	Remove	Building E
64	Bottlebrush	9	4	Moderate	Remove	Building E
65	New Zealand Christmas Tree	18	4	High	Remove	Sidewalk/Street A
66	Australian willow	2	3	Moderate	Remove	Building E
67	Bottlebrush	12	4	Moderate	Remove	Building E
68	Chinese elm	2	1	Low	Remove	Building E; low suit.
69	Chinese elm	2	2	Low	Remove	Building E; low suit.
70	Chinese elm	2	1	Low	Remove	Building E; low suit.
71	Marina madrone	2	4	Moderate	Remove	Sidewalk/Street A
72	Loquat	3,1	3	Moderate	Remove	Sidewalk/Street A
73	Australian willow	3	4	Moderate	Remove	Building E
74	Bottlebrush	12	4	Moderate	Remove	Building E
75	New Zealand Christmas Tree	22	3	Moderate	Remove	Building E
76	Australian willow	2	4	Moderate	Remove	Parcel 8
77	Bottlebrush	6	4	Moderate	Remove	Parcel 8
78	Bottlebrush	6	3	Moderate	Remove	Parcel 9/10 townhomes
79	Carob	15,12	2	Low	Remove	Parcel 9/10 townhomes/ low suit.
80	Chinese elm	6	4	High	Remove	Sidewalk
81	Brisbane box	27	4	Moderate	Remove	Sidewalk
82	Water gum	2	5	High	Remove	Sidewalk
83	Water gum	1	1	Low	Remove	Sidewalk; low suit.
84	Chinese elm	7	4	High	Remove	Sidewalk

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
85	Chinese elm	6	3	Moderate	Remove	Sidewalk
86	Chinese elm	4	2	Low	Remove	Sidewalk; low suit.
87	River red gum	2,2,1	3	Moderate	Remove	Sidewalk
88	Chinese elm	5	4	High	Remove	Sidewalk
89	Chinese elm	4	3	Moderate	Remove	Sidewalk
90	Chinese elm	4	3	Low	Remove	Sidewalk; low suit.
91	Chinese elm	5	4	High	Remove	Sidewalk
92	New Zealand Christmas Tree	10	3	Moderate	Remove	Sidewalk
93	Chinese elm	6	3	Moderate	Remove	Sidewalk
94	Chinese elm	6	3	Moderate	Remove	Sidewalk
95	Chinese elm	5	4	Moderate	Remove	Sidewalk
96	Chinese elm	6	4	High	Remove	Sidewalk
97	Chinese elm	4	2	Low	Remove	Sidewalk; low suit.
98	Water gum	2	4	High	Remove	Sidewalk
99	Water gum	2	5	High	Remove	Sidewalk
100	New Zealand Christmas Tree	4,3,3	3	Moderate	Remove	Building A
101	Carob	8,5	3	Moderate	Remove	Building A
102	Carob	8	3	Moderate	Remove	Building A
103	Carob	9,5	3	Low	Remove	Building A; low suit.
104	Carob	6,5	3	Moderate	Remove	Building A
105	Carob	11,9,8,4	4	Moderate	Remove	Building A
106	Water gum	4	3	Moderate	Remove	Building A
107	Monterey pine	28	3	Moderate	Remove	Building A
108	Southern magnolia	5	3	Moderate	Remove	EVA
109	Southern magnolia	6	3	Moderate	Remove	EVA
110	Southern magnolia	4	3	Low	Remove	EVA; low suit.
111	Southern magnolia	4	3	Low	Remove	EVA; low suit.
112	Southern magnolia	5	3	Moderate	Remove	EVA

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
113	Incense cedar	7	5	High	Remove	EVA
114	Italian stone pine	27	3	Moderate	Remove	Sidewalk
115	Italian stone pine	43	4	Moderate	Preserve	Resident Park
116	Italian stone pine	32	4	Moderate	Preserve	Resident Park
117	New Zealand Christmas Tree	12	4	Moderate	Remove	Parcel 3 townhomes
118	Red flowering gum	19	4	Moderate	Remove	Parcel 3 townhomes
119	Brisbane box	4	4	Moderate	Remove	Community Center
120	Australian willow	2	3	Moderate	Remove	Community Center
121	Australian willow	4	4	High	Remove	Community Center
122	Brisbane box	4	5	High	Remove	Community Center
123	Brazilian pepper	11,9,8,7	3	Moderate	Remove	Community Center
124	Peppermint tree	14	4	Moderate	Remove	Partridge Street
125	Peppermint tree	21	4	Moderate	Remove	Partridge Street
126	Blackwood acacia	15	4	Moderate	Remove	Partridge Street
127	Tulip tree	10	3	Moderate	Remove	Partridge Street
128	Tulip tree	7	4	Moderate	Remove	Partridge Street
129	Tulip tree	11	3	Moderate	Remove	Partridge Street
130	Grape myrtle	3	3	Moderate	Remove	Partridge Street
131	Grape myrtle	3	3	Moderate	Remove	Partridge Street
132	Carrotwood	14	3	Moderate	Remove	Partridge Street
133	Pink melaleuca	8,6	2	Low	Remove	Building B
134	Carrotwood	15	3	Moderate	Remove	Poor cond./low suit.
135	Monterey cypress	21	3	Low	Remove	Bayshore Park/demo
136	Chinese elm	6	3	Moderate	Remove	Low suitability
137	Queen palm	4	3	Moderate	Remove	Bayshore Park/demo
138	Tulip tree	10	3	Low	Remove	Low suitability
139	Queen palm	16	4	Moderate	Remove	Bayshore Park/demo
140	Weeping willow	11	2	Low	Remove	Poor cond.; low suit.

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
141	Gallery pear	6	3	Moderate	Remove	Bayshore Park/demo
142	Peppermint tree	15	3	Moderate	Remove	Bayshore Park/demo
143	Carrotwood	5	3	Moderate	Remove	Bayshore Park/demo
144	Evergreen pear	5	1	Low	Remove	Poor cond.; low suit.
145	Tulip tree	8	4	Moderate	Remove	Bayshore Park/demo
146	Carrotwood	18	2	Low	Remove	Poor cond.; low suit.
147	Mexican fan palm	18	4	High	Remove	Bayshore Park/demo
148	Monterey pine	29	4	Moderate	Remove	Bayshore Park/demo
149	Peach	3	3	Moderate	Remove	Bayshore Park/demo
150	Carob	16	3	Low	Remove	Low suitability
151	Carob	11,9	3	Low	Remove	Low suitability
152	Bottlebrush	12	4	Moderate	Remove	Bayshore Park/demo
153	New Zealand Christmas Tree	15	4	Moderate	Remove	Bayshore Park/demo
154	Water gum	1	2	Low	Remove	Poor cond./low suit.
155	Water gum	1	2	Low	Remove	Poor cond./low suit.
156	Water gum	1	3	Moderate	Remove	Sidewalk
157	Water gum	1	4	Moderate	Remove	Sidewalk
158	Carrotwood	8	3	Moderate	Remove	Bayshore Park/demo
159	New Zealand Christmas Tree	12	3	Moderate	Remove	Bayshore Park/demo
160	New Zealand Christmas Tree	12	4	Moderate	Remove	Bayshore Park/demo
161	Chinese elm	5	4	High	Remove	Sidewalk
162	Chinese elm	4	4	High	Remove	Sidewalk
163	Chinese elm	5	4	High	Remove	Sidewalk
164	Chinese elm	4	3	Moderate	Remove	Sidewalk
165	Chinese elm	4	3	Moderate	Remove	Sidewalk
166	Chinese elm	5	4	High	Remove	Sidewalk
167	Chinese elm	6	4	Moderate	Remove	Sidewalk
168	Chinese elm	5	3	Moderate	Remove	Sidewalk

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
169	Chinese elm	6	4	High	Remove	Sidewalk
170	Chinese elm	5	4	High	Remove	Sidewalk
171	Carob	18	3	Moderate	Remove	Partridge Street
172	Chinese elm	5	4	High	Remove	Partridge Street
173	Chinese elm	6	4	High	Remove	Partridge Street
174	Australian willow	2	4	High	Remove	Partridge Street
175	Chinese elm	5	4	Moderate	Remove	Partridge Street
176	Chinese elm	6	4	High	Remove	Sidewalk
177	Water gum	1	2	Low	Remove	Parcel 3 townhomes; low suit.
178	Water gum	1	2	Low	Remove	Parcel 3 townhomes; low suit.
179	Water gum	2	3	Moderate	Remove	Parcel 3 townhomes
180	European hornbeam	2	3	Low	Remove	Parcel 3 townhomes; low suit.
181	Brisbane box	5	5	High	Remove	Parcel 3 townhomes
182	Brisbane box	3	4	Moderate	Remove	Parcel 3 townhomes
183	New Zealand Christmas Tree	18	4	Moderate	Remove	Parcel 3 townhomes
184	Australian willow	2	3	Moderate	Remove	Parcel 3 townhomes
185	Australian willow	2	3	Moderate	Remove	Parcel 3 townhomes
186	Australian willow	3	4	Moderate	Remove	Parcel 3 townhomes
187	Glossy privet	12	3	Moderate	Remove	Partridge Street
188	Bronze loquat	7	3	Moderate	Remove	Partridge Street
189	Chinese elm	6	4	High	Remove	Building B2 mixed use
190	Chinese elm	6	4	Moderate	Remove	Building B2 mixed use
191	Chinese elm	4	4	Moderate	Remove	Building B2 mixed use
192	Marina madrone	3	4	Moderate	Remove	Building B2 mixed use
193	Bottlebrush	8	4	Moderate	Remove	Building B2 mixed use
194	Australian willow	2	4	High	Remove	Building B2 mixed use
195	Carob	15	3	Low	Remove	Low suitability
196	Peppermint tree	13	3	Low	Remove	Low suitability

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Tree No.	Species	Trunk Diameter (in.)	Condition 1=poor 5=excellent	Suitability for Preservation	Disposition	Reason for removal
197	Peppermint tree	16	4	Moderate	Remove	Bayshore Park/demo
198	Peppermint tree	18	4	Moderate	Remove	Bayshore Park/demo
199	Peppermint tree	12	4	Moderate	Remove	Building B
200	Peppermint tree	13	4	Moderate	Remove	Building B
201	Peppermint tree	10	4	Moderate	Remove	Building B
202	Peppermint tree	16	3	Moderate	Remove	Bioretention basin
203	Bottlebrush	7	2	Low	Remove	Poor cond.; low suit.
204	Marina madrone	1	3	Moderate	Remove	Bioretention basin
205	Peppermint tree	13	4	Moderate	Remove	Building B
206	Evergreen pear	10	3	Moderate	Remove	Bayshore Park/demo
207	Strawberry tree	15	3	Moderate	Remove	Bayshore Park/demo
208	Evergreen pear	8	3	Moderate	Remove	Bayshore Park/demo
209	Monterey pine	26	3	Moderate	Remove	Bayshore Park/demo
210	Queen palm	7	4	Moderate	Remove	Bayshore Park/demo
211	Southern magnolia	2	2	Low	Remove	Building A2; low suit.
212	Southern magnolia	2	2	Low	Remove	Building A2; low suit.
213	Southern magnolia	2	1	Low	Remove	Building A2; low suit.
214	Southern magnolia	2	2	Low	Remove	Building A2; low suit.
215	Southern magnolia	2	2	Low	Remove	Building A2; low suit.
216	Blackwood acacia	14	4	Moderate	Poss. Preserve	Bioretention basin (relocate?)
217	Blackwood acacia	21	4	Moderate	Poss. Preserve	Bioretention basin (relocate?)
218	Blackwood acacia	20	4	Moderate	Poss. Preserve	Bioretention basin (relocate?)
219	Blackwood acacia	23	4	Moderate	Poss. Preserve	Bioretention basin (relocate?)

APPENDIX G

Geotechnical Investigation



Prepared for **Mid Pen Housing Corporation**

**PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED RESIDENTIAL REDEVELOPMENT
MIDWAY VILLAGE
DALY CITY, CALIFORNIA**

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PROJECT***

February 5, 2020
Project No. 18-1569

February 5, 2020
Project No. 18-1569

Mr. Matthew Lewis
MidPen Housing Corporation
303 Vintage Park Drive, Suite 250
Foster City, California 94404

Subject: Final Report
Preliminary Geotechnical Investigation
Proposed Midway Village Redevelopment Project
47 Midway Drive
Daly City, California 94014

Dear Mr. Lewis:

We are pleased to present the results of our preliminary geotechnical investigation for the for the proposed Midway Village Redevelopment project in Daly City, California. Our preliminary geotechnical investigation was performed in accordance with our amended proposal dated November 14, 2019.

Midway Village is an existing residential development located on the eastern side of Schwerin Avenue and north of its intersection with Martin Street. The site consists of 33 parcels that encompass a total area of about 15.55 acres. It is bordered by a PG&E property to the north, vacant land and a single-family home subdivision under construction to the east, Schwerin Street to the west, and Martin Street to the south. The site is currently occupied by 35 multi-unit two-story residential buildings, asphalt-paved parking lots and interior streets and drive aisles, concrete flatwork and landscaping. The northeastern corner of the site is currently occupied by Bayshore Park. The ground surface across the site slopes gently down to the north and east with ground surface elevations (National Geodetic Vertical Datum) ranging from approximately 80 feet in the southwestern corner of the site (at the intersection of Schwerin and Martin streets) to 15 feet in the northeastern corner of Bayshore Park.

Current redevelopment plans for the Midway Village Redevelopment project call for demolishing the existing structures and other improvements on the site and constructing a combination of 2- to 3-story townhomes, 2- to 3-story walk-up flats, 3- and 4-story apartment buildings, a 1- to 2-story community center, and a 4-story parking structure. The redevelopment will be constructed in five phases. Except for Buildings A and A2, Parking Garage A, and Building D/Parking Garage D, the buildings will be entirely

Mr. Matthew Lewis
MidPen Housing Corporation
February 5, 2020
Page 2

framed in wood. Building A, which will wrap around three sides of Parking Garage A, will consist of three stories of wood-framed construction above a one-story concrete podium. Parking Garage A will be four stories high. A portion of Building A2 will consist of a partial one-story podium with three stories of wood-framed residential units above the podium; the remainder of the building will consist of four stories of wood framing. Building D will consist of a two-story concrete podium with 2 to 3 stories of wood-framed residential units above the podium.

Redevelopment plans also include constructing interior roadways, new infrastructure, landscaping and courtyards, and a 3.3-acre park in the northwestern portion of the site.

Based on the results of our engineering analyses using the data from our cone penetration tests (CPTs), we conclude the primary geotechnical issues affecting the proposed redevelopment include: (1) the presence of up to about 10 feet of fill underlain by up to approximately 11 feet of a highly compressible marsh deposit in the northern portion of the site, and (2) providing uniform support for the proposed buildings.

Our investigation indicates the soils underlying the portion of the site south of Midway Drive have moderate to high strength and low to moderate compressibility. Therefore, we preliminarily conclude new buildings south of Midway Drive can be supported on conventional spread footings bottomed on well-compacted fill and/or native soil. The subsurface conditions north of Midway Drive vary significantly in both thickness of fill and the thickness of the marsh deposit. Based on our settlement analyses, we preliminarily conclude Building A, Garage A, and Building A2 should be supported on spread footings or a mat foundation bearing on improved soil to reduce differential settlements resulting from the consolidation of the marsh deposit, which varies from about 0 to 11 feet thick beneath Building A2 and 0 to 8 feet beneath Building A and Garage A. We preliminarily conclude Buildings B and B2 can be supported on mat foundations bottomed on two feet of recompacted fill.

This report presents our preliminary recommendations regarding foundation design, seismic design, and other geotechnical aspects of the project. The recommendations contained in our report are based on limited subsurface exploration and review of available data for the site, and are not intended for final design. Final geotechnical design values should be confirmed by a detailed geotechnical investigation. In addition, variations between expected and actual soil conditions may be found in localized areas during construction. Therefore, we should be engaged to observe ground improvement, foundation installation, and fill placement, during which time we may make changes in our recommendations, if deemed necessary.

Mr. Matthew Lewis
MidPen Housing Corporation
February 5, 2020
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We appreciate the opportunity to provide our services to you on this project. If you have any questions, please call.

Sincerely,
ROCKRIDGE GEOTECHNICAL, INC.



Craig S. Shields, P.E., G.E.
Principal Geotechnical Engineer

Enclosure

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APPENDIX A

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**PRELIMINARY GEOTECHNICAL INVESTIGATION
PROPOSED RESIDENTIAL REDEVELOPMENT
MIDWAY VILLAGE
Daly City, California**

1.0 INTRODUCTION

This report presents the results of the preliminary geotechnical investigation performed by Rockridge Geotechnical, Inc. for the proposed Midway Village Redevelopment project in Daly City, California. Midway Village is an existing residential development located on the eastern side of Schwerin Avenue and north of its intersection with Martin Street, as shown on the Site Location Map (Figure 1).

The site consists of 33 parcels that encompass a total area of about 15.55 acres. It is bordered by a PG&E property to the north, vacant land and a single-family home subdivision under construction to the east, Schwerin Street to the west, and Martin Street to the south. The site is currently occupied by 35 multi-unit two-story residential buildings, asphalt-paved parking lots and interior streets and drive aisles, concrete flatwork and landscaping. The northeastern corner of the site is currently occupied by Bayshore Park. The ground surface across the site slopes gently down to the north and east with ground surface elevations (National Geodetic Vertical Datum) ranging from approximately 80 feet in the southwestern corner of the site (at the intersection of Schwerin and Martin streets) to 15 feet in the northeastern corner of Bayshore Park.

Current redevelopment plans for the Midway Village Redevelopment project call for demolishing the existing structures and other improvements on the site and constructing a combination of 2- to 3-story townhomes, 2- to 3-story walk-up flats, 3- and 4-story apartment buildings, a 1- to 2-story community center, and a 4-story parking structure. The redevelopment will be constructed in five phases. Except for Buildings A and A2, Parking Garage A, and Building D/Parking Garage D, the buildings will be entirely framed in wood. Building A, which will wrap around three sides of Parking Garage A, will consist of three stories of wood-framed

construction above a one-story concrete podium. Parking Garage A will be four stories high. A portion of Building A2 will consist of a partial one-story podium with three stories of wood-framed residential units above the podium; the remainder of the building will consist of four stories of wood framing. Building D will consist of a two-story concrete podium with 2 to 3 stories of wood-framed residential units above the podium.

Redevelopment plans also include constructing interior roadways, new infrastructure, landscaping and courtyards, and a 3.3-acre park in the northwestern portion of the site.

2.0 SCOPE OF SERVICES

Our preliminary geotechnical investigation was performed in accordance with our amended proposal dated November 14, 2019. Our scope of services consisted of reviewing available geotechnical and geologic data for the site and vicinity, exploring subsurface conditions for the proposed redevelopment by advancing 12 cone penetration tests (CPTs), and performing engineering analyses to develop preliminary conclusions and recommendations regarding:

- the most appropriate foundations type(s) for the proposed buildings
- design criteria for the recommended foundation type(s), including vertical and lateral capacities
- estimates of foundation settlement
- lateral earth pressures for design of retaining walls
- subgrade preparation for slab-on-grade floors and concrete flatwork
- site grading and excavation, including criteria for fill quality and compaction
- pavement sections for asphalt concrete and Portland cement concrete
- site seismicity and seismic hazards, including the potential for liquefaction and liquefaction-induced ground failure
- 2019 California Building Code (CBC) site class and design spectral response acceleration parameters
- construction considerations.

3.0 FIELD INVESTIGATION

Our subsurface investigation consisted of performing 12 CPTs, designated as CPT-1 through CPT-12, at the approximate locations shown on the attached Site Plan (Figure 2). Prior to performing the CPTs, we obtained a drilling permit from the City of Daly City and contacted Underground Service Alert (USA) to notify them of our work, as required by law. We also retained Precision Locating, LLC, a private utility locator, to check that the CPT locations were clear of buried utilities.

The CPTs were performed by Middle Earth Geo Testing, Inc. of Orange, California on January 15 and 16, 2020. The CPTs were advanced to depths of 50 to 51 feet below ground surface (bgs), except for CPT-10 which met refusal in very dense soil at a depth of 39 feet bgs. The CPTs were performed by hydraulically pushing a 1.7-inch-diameter cone-tipped probe with a projected area of 15 square centimeters into the ground. The cone-tipped probe measured tip resistance and the friction sleeve behind the cone tip measured frictional resistance. Electrical strain gauges within the cone continuously measured soil parameters for the entire depth advanced. Soil data, including tip resistance and frictional resistance, were recorded by a computer while the test was conducted. Accumulated data were processed by computer to provide engineering information such as the types and approximate strength characteristics of the soil encountered.

The CPT logs showing tip resistance, friction ratio, and pore pressure, as well as correlated soil behavior type, are presented in Appendix A on Figures A-1 through A-12. Upon completion, the CPTs were backfilled with cement grout.

4.0 SUBSURFACE CONDITIONS

A regional geologic map prepared by Graymer (2000), a portion of which is presented on Figure 3, indicates the northern portion of the site is underlain by artificial fill (af) and the southern portion of the site is underlain by Quaternary-age hillslope deposits (Qsl). Pleistocene-age alluvium is mapped along the northern edge of the site.

The area mapped as artificial fill in the northern portion of the site was formerly a marsh that extended inland from San Francisco Bay, as shown on Figure 3. The marsh was reportedly filled by the U.S. Federal Public Housing Authority after it took possession of the land in 1944. The report titled *Remedial Investigation Report for the Remedial Investigation/Feasibility Study and the Remedial Action Plan for Midway-Bayshore Site* prepared by Ecology and Environment, Inc., dated May 14, 1993, indicates the fill placed in the former marsh is up to about 10 feet thick, with the thickest fill occurring beneath the park in the northeastern portion of the site. Contours of the fill, which were shown on Figure 5-2 (Estimated Fill Thickness and Cross Section Locations) of the above-referenced report, are plotted on Figure 4. The data from CPT-1 through CPT-8, which were performed in the northern portion of the site, indicate the fill thickness is consistent with these contours. Where explored, the fill in the northern portion of the site consists predominantly of medium dense to dense sand, silty sand and clayey sand and stiff to very stiff clay. The Ecology and Environmental, Inc. report indicates the fill contains construction debris such as brick, metal, wood, glass and concrete.

The fill in the northern portion of the site is underlain by a marsh deposit consisting of soft to medium stiff clay with varying amounts of organics. We estimate the thickness of the marsh ranges from about 2 to 4 feet at the locations of CPT-1, CPT-4 and CPT-7. At the locations of CPT-2 and CPT-3, we estimate the marsh deposit is 7-1/2 and 11 feet thick, respectively. The marsh deposit was not encountered at the CPT-6 location. At the CPT-5 location, the four feet of fill is underlain by about five feet of stiff to very stiff clay. At a depth of nine feet bgs is about two feet of medium stiff clay, which may be interpreted to be the marsh deposit.

Beneath the marsh deposit at the locations of CPT-1 through CPT-5, CPT-7 and CPT-8, and below the ground surface at the CPT-6 location is heterogeneous alluvium consisting of interbedded medium dense to very dense sand with varying silt and clay content and stiff to hard clay that extends to the maximum depth explored of 50.5 feet bgs. The thickness of the sand, silty sand and clayey sand layers ranges from less than one foot up to about eight feet.

In the southern portion of the site (i.e., south of Midway Drive), there appears to be less than two feet of existing fill at the locations of the four CPTs (CPT-9 through CPT-12) performed in this area. Below depths of 0 to 2 feet bgs, the CPTs encountered alluvium consisting primarily of interbedded layers of very stiff to hard clay and medium dense to very dense clayey sand that extends to the maximum depth explored. As discussed above, CPT-10 met refusal in very dense soil (possibly bedrock) at a depth of about 39 feet bgs.

4.1 Groundwater

The depth to groundwater at the site is complex and varies both with location on the site and the depth of the water-bearing zone in which the measurements are taken. The geologic cross section (Figure 5-2) presented in the May 14, 1993 Ecology and Environmental, Inc. report referenced above shows the depth to groundwater on October 1, 1992 ranging from about one foot bgs at about the middle of the northern edge of the site to about 12-1/2 feet bgs along the western edge of the site just north of Midway Drive. The groundwater in the northeastern corner where the existing fill is thickest was about seven feet bgs. The reason for the shallow groundwater along the northern edge of the site is stated in the report as due to “groundwater mounding” due to frequent irrigation in the vicinity of the well.

We also reviewed groundwater levels measured in nearby off-site wells presented in the report prepared by Haley & Aldrich titled *Fourth Five-Year Review for Pacific Gas and Electric Company’s Martin Service Center, 731 Schwerin Street, Daly City, California*, dated October 2015. The report includes groundwater-level measurements between April 24, 1987 and August 22, 2014 for wells both north and east of Midway Village. The report identifies three water-bearing zones referred to as fill, shallow and deep zones. The shallow zone refers to a 5- to 10-foot-thick layer of silty sand underlying about 10 to 15 feet of low-permeability alluvium and the deep zone refers to a sand layer below the marsh and alluvium at depths of 30 to 40 feet bgs. Based on measurements taken on August 22, 2014, the report states “the unconfined groundwater within the artificial fill is encountered at approximately 7 feet bgs, from a range of ground surface elevations”. The report also states the groundwater flows from northwest to

southeast in all three of the water-bearing zones. In one cluster of wells near the northeastern corner of the Midway Village site, the groundwater elevations in the shallow and deep zones were about 3 and 5 feet higher, respectively, than the groundwater elevation in the fill on August 22, 2014.

During our field investigation, Middle Earth Geo Testing attempted to obtain groundwater-level measurements at several of the CPT locations using pore pressure dissipation tests performed with the CPT probe; however, with the exception of tests performed at CPT-2 and CPT-9, the pore pressure did not equilibrate during the test due to the low permeability of the soil in which the test was performed. At the CPT-2 location, the pore pressure dissipation test was performed at a depth of 19.36 feet bgs and indicated an estimated groundwater depth of 13.9 feet bgs. At the CPT-9 location, the pore pressure dissipation test was performed at a depth of 32.81 feet bgs and resulted in an estimated groundwater depth of 2.1 feet bgs. The measurements at the CPT-2 and CPT-9 locations appear to be taken in the “shallow” and “deep” water-bearing zones, as described in the Haley & Aldrich report and, therefore, are probably not representative of the groundwater levels in the fill.

Based on our review of the groundwater data discussed above, the depth to groundwater in the existing fill blanketing the area north of Midway Drive fluctuated about 3-1/2 to 4-1/2 feet between 1987 and 2014 in the two monitoring wells closest to Midway Village. The shallowest depth to groundwater measured in the fill zone in the monitoring well closest to Midway Village was about four feet bgs in February 2000. For preliminary design, we recommend using a design groundwater depth of four feet bgs. It should be noted the monitoring well in which groundwater was measured at one foot bgs, as described above in the Ecology and Environment, Inc. report was screened in the “deep” water-bearing zone below the marsh deposit and, therefore, was not representative of the groundwater level in the fill.

5.0 SEISMIC CONSIDERATIONS

5.1 Regional Seismicity

The site is located in the Coast Ranges geomorphic province of California that is characterized by northwest-trending valleys and ridges. These topographic features are controlled by folds and faults that resulted from the collision of the Farallon plate and North American plate and subsequent strike-slip faulting along the San Andreas Fault system. The San Andreas Fault is more than 600 miles long from Point Arena in the north to the Gulf of California in the south. The Coast Ranges province is bounded on the east by the Great Valley and on the west by the Pacific Ocean.

The major active faults in the area are the San Andreas, San Gregorio, and Hayward faults. These and other faults in the region are shown on Figure 4. For these and other active faults within a 50-kilometer radius of the site, the distance from the site and estimated mean characteristic Moment magnitude¹ [2007 Working Group on California Earthquake Probabilities (WGCEP) (USGS 2008) and Cao et al. (2003)] are summarized in Table 1.

¹ Moment magnitude is an energy-based scale and provides a physically meaningful measure of the size of a faulting event. Moment magnitude is directly related to average slip and fault rupture area.

TABLE 1
Regional Faults and Seismicity

Fault Segment	Approximate Distance from Site (km)	Direction from Site	Mean Characteristic Moment Magnitude
N. San Andreas - Peninsula	6.6	West	7.23
N. San Andreas (1906 event)	6.6	West	8.05
San Gregorio Connected	14	West	7.50
N. San Andreas - North Coast	17	West	7.51
Total Hayward	22	Northeast	7.00
Total Hayward-Rodgers Creek	22	Northeast	7.33
Monte Vista-Shannon	33	Southeast	6.50
Total Calaveras	38	East	7.03
Mount Diablo Thrust	38	East	6.70
Rodgers Creek	43	North	7.07
Green Valley Connected	43	East	6.80

Since 1800, four major earthquakes have been recorded on the San Andreas Fault. In 1836, an earthquake with an estimated maximum intensity of VII on the Modified Mercalli (MM) scale occurred east of Monterey Bay on the San Andreas Fault (Toppozada and Borchardt 1998). The estimated Moment magnitude, M_w , for this earthquake is about 6.25. In 1838, an earthquake occurred with an estimated intensity of about VIII-IX (MM), corresponding to an M_w of about 7.5. The San Francisco Earthquake of 1906 caused the most significant damage in the history of the Bay Area in terms of loss of lives and property damage. This earthquake created a surface rupture along the San Andreas Fault from Shelter Cove to San Juan Bautista approximately 470 kilometers in length. It had a maximum intensity of XI (MM), an M_w of about 7.9, and was felt 560 kilometers away in Oregon, Nevada, and Los Angeles. The most recent earthquake to affect

the Bay Area was the Loma Prieta Earthquake of 17 October 1989 with an M_w of 6.9. This earthquake occurred in the Santa Cruz Mountains about 88 kilometers southwest of the site.

In 1868, an earthquake with an estimated maximum intensity of X on the MM scale occurred on the southern segment (between San Leandro and Fremont) of the Hayward Fault. The estimated M_w for the earthquake is 7.0. In 1861, an earthquake of unknown magnitude (probably an M_w of about 6.5) was reported on the Calaveras Fault. The most recent significant earthquake on this fault was the 1984 Morgan Hill earthquake ($M_w = 6.2$).

The U.S. Geological Survey's 2014 Working Group on California Earthquake Probabilities has compiled the earthquake fault research for the San Francisco Bay area in order to estimate the probability of fault segment rupture. They have determined that the overall probability of moment magnitude 6.7 or greater earthquake occurring in the San Francisco Region during the next 30 years (starting from 2014) is 72 percent. The highest probabilities are assigned to the Hayward Fault, Calaveras Fault, and the northern segment of the San Andreas Fault. These probabilities are 14.3, 7.4, and 6.4 percent, respectively.

5.2 Seismic Hazards

Because the project site is in a seismically active region, we evaluated the potential for earthquake-induced geologic hazards including ground shaking, ground surface rupture, liquefaction,² lateral spreading,³ and cyclic densification⁴. We used the results of our field investigation to evaluate the potential of these phenomena occurring at the project site.

² Liquefaction is a phenomenon where loose, saturated, cohesionless soil experiences temporary reduction in strength during cyclic loading such as that produced by earthquakes.

³ Lateral spreading is a phenomenon in which surficial soil displaces along a shear zone that has formed within an underlying liquefied layer. Upon reaching mobilization, the surficial blocks are transported downslope or in the direction of a free face by earthquake and gravitational forces.

⁴ Cyclic densification is a phenomenon in which non-saturated, cohesionless soil is compacted by earthquake vibrations, causing ground-surface settlement.

5.2.1 Ground Shaking

The seismicity of the site is governed by the activity of the San Andreas and San Gregorio faults, although ground shaking from future earthquakes on other faults, including the Hayward Fault, will also be felt at the site. The intensity of earthquake ground motion at the site will depend upon the characteristics of the generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. We judge that strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults.

5.2.2 Ground Surface Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The site is located 7 km from the San Andreas Fault; however, the site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. We therefore conclude the risk of fault offset at the site from a known active fault is very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, we conclude the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low.

5.2.3 Cyclic Densification

Seismically induced compaction or cyclic densification of non-saturated sand (sand above the groundwater table) caused by earthquake vibrations may result in differential settlement. The results of our preliminary field investigation indicate the granular soil above the groundwater table is generally not susceptible to cyclic densification due to its relative density and/or fines content. A zone of loose to medium dense sand to silty sand was encountered between depths of approximately 1-1/2 and 3-3/4 feet bgs at the CPT-6 location. We estimate ground surface settlement due to cyclic densification of this thin layer during a major earthquake would be less than 1/4 inch. The potential for settlement from cyclic densification at this location will be mitigated by overexcavating and recompacting two feet of soil below the foundation.

5.2.4 Liquefaction and Associated Hazards

Liquefaction is a phenomenon in which saturated soil temporarily loses strength from the build-up of excess pore water pressure, especially during earthquake-induced cyclic loading. Soil susceptible to liquefaction includes loose to medium dense sand and gravel, low-plasticity silt, and some low-plasticity clay deposits. Flow failure, lateral spreading, differential settlement, loss of bearing strength, ground fissures and sand boils are evidence of excess pore pressure generation and liquefaction.

A portion of the map titled *Maps of Quaternary Deposits and Liquefaction Susceptibility in the Central San Francisco Bay Region*, prepared by the USGS in cooperation with the California Geological Survey (CGS), dated 2006, is shown on Figure 6. The map indicates the area mapped as artificial fill in the northern portion of the site is highly susceptible to liquefaction while the liquefaction potential of the native alluvium in the southern portion of the site is very low.

We evaluated the liquefaction potential at the site using data collected from our CPTs. Liquefaction susceptibility was assessed using the software CLiq v3.0 (GeoLogismiki, 2019). CLiq uses measured field CPT data and assesses liquefaction potential, including post-earthquake vertical settlement, given a user-defined earthquake magnitude and peak ground acceleration (PGA). Our liquefaction analyses were performed using the methodology proposed by Boulanger and Idriss (2014). We also used the relationship proposed by Zhang, et al (2002) to estimate post-liquefaction volumetric strains and corresponding ground surface settlement; a relationship that is an extension of the work by Ishihara and Yoshimine (1992).

Our analyses were performed using an in-situ groundwater depth of four feet bgs and a “during earthquake” groundwater depth of four feet bgs. In accordance with the 2019 CBC, we used a peak ground acceleration of 0.79 gravity (g) in our liquefaction evaluation; this peak ground acceleration is consistent with the Maximum Considered Earthquake Geometric Mean (MCE_G) peak ground acceleration adjusted for site effects (PGAM). We also used a Moment magnitude

8.05 earthquake, which is consistent with the mean characteristic Moment magnitude for the San Andreas Fault, as presented in Table 1.

Our liquefaction analyses indicate there are isolated thin layers of potentially liquefiable silty sand and sandy silt at random depths in the native alluvium underlying the site. The layers are less than about one foot thick except for a two-foot-thick layer encountered between depths of 16 and 18 feet bgs at the CPT-10 location. Based on the results of our analyses, we estimate total and differential settlements associated with liquefaction after an MCE event generating a PGAM of 0.79g will be up to about 1/2 inch and 1/4 inch over horizontal distance of 30 feet, respectively.

Based on the depth and thickness of the potentially liquefiable soil layers, we conclude the site is not susceptible to surface manifestations from liquefaction, such as sand boils. Considering the potentially liquefiable soil layers are not continuous, we conclude the risk of lateral spreading is very low.

6.0 PRELIMINARY CONCLUSIONS AND RECOMMENDATIONS

Based on the results of our preliminary field investigation, we conclude the site may be redeveloped as proposed. The primary geotechnical concerns for the proposed redevelopment are: (1) the presence of up to about 10 feet of fill underlain by up to approximately 11 feet of a highly compressible marsh deposit in the northern portion of the site, and (2) providing uniform support for the proposed buildings. These and other geotechnical issues as they pertain to the proposed development are discussed in the remainder of this section.

6.1 Foundation and Settlement

Based on the data from our CPTs and review of existing subsurface data from the previous investigation, we have divided the site into “south of Midway Drive” and “north of Midway Drive” for the purposes of discussing foundation alternatives and providing preliminary

foundations recommendations for the appropriate foundation types. Our preliminary conclusions and recommendations regarding foundations are presented in the following sections.

6.1.1 South of Midway Drive

Our investigation indicates the soil underlying the portion of the site south of Midway Drive has moderate to high strength and low to moderate compressibility. Therefore, we preliminarily conclude new buildings south of Midway Drive can be supported on conventional spread footings bottomed on well-compacted fill and/or native soil.

We preliminarily recommend that spread footings be designed using an allowable bearing pressure of 4,000 pounds per square foot (psf) for dead-plus-live loads; this pressure may be increased by one-third for total design loads, which include wind or seismic forces. Estimated total settlements will be on the order of 1/2 to 3/4 inch for wood-framed structures and 3/4 to 1 inch for Building D. We estimate differential settlements will be on the order of 1/2 to 3/4 inch over a 30-foot horizontal distance. Most of the settlement will occur during construction of the buildings. Continuous footings should be at least 18 inches wide and isolated spread footings should be at least 24 inches wide. Footings should extend at least 18 inches below the lowest adjacent soil subgrade.

Lateral loads may be resisted by a combination of friction along the base of the footing and passive resistance against the vertical faces of the footing. To compute lateral resistance, we recommend using an equivalent fluid weight of 300 pounds per cubic foot (pcf); the upper foot of soil should be ignored unless confined by a slab or pavement. Frictional resistance should be computed using a base friction coefficient of 0.30 where the footing is in direct contact with soil. The passive pressure and frictional resistance values include a factor of safety of at least 1.5 and may be used in combination without reduction.

6.1.2 North of Midway Drive

The subsurface conditions north of Midway Drive vary significantly in both thickness of fill and the thickness of the marsh deposit. Based on our settlement analyses using our CPT data, we preliminarily conclude Building A, Garage A, and Building A2 should be supported on spread footings or a mat foundation bearing on improved soil to reduce differential settlements resulting from the consolidation of the marsh deposit, which varies from about 0 to 11 feet thick beneath Building A2 and 0 to 8 feet beneath Building A and Garage A. We preliminarily conclude Buildings B and B2 can be supported on mat foundations bottomed on two feet of recompacted fill. Recommendations for both spread footings on improved soil and mat foundations are presented below.

6.1.2.1 Spread Footings on Improved Soil

We preliminarily conclude proposed Buildings A and A2 and Garage A may be supported on shallow foundations, such as spread footings or mat, bearing on soil strengthened using ground improvement techniques. Continuous footings should be at least 18 inches wide and isolated spread footings should be at least 24 inches wide. Footings should extend at least 18 inches below the lowest adjacent soil subgrade. The edge of mat foundations should extend at least 12 inches below the lowest adjacent exterior finished grade.

Ground improvement can serve to stiffen the overall soil matrix by transferring foundation loads to more competent material below the existing fill and marsh deposit, thus reducing static and seismically induced settlements and providing increased bearing capacity for shallow foundations. Based on our experience, we believe the most appropriate ground improvement method for the site conditions consists of drilled displacement columns (DDCs). Drilled displacement columns are installed by advancing a continuous flight, hollow-stem auger that mostly displaces the soil and then pumping a sand-cement mixture into the hole under pressure as the auger is withdrawn. This system results in low vibration during installation and generate relatively few drilling spoils for off-haul. DDCs are installed under design-build contracts by

specialty contractors. The required size, spacing, length, and strength of columns should be determined by the contractor, based on the desired level of improvement.

For preliminary design of spread footings or a mat foundation bearing on improved ground, we recommend assuming ground improvement elements will extend a minimum of 20 feet into the alluvium below the marsh deposit, resulting in DDSC columns ranging from about 20 to 40 feet across the building footprints. We anticipate the ground improvement should be capable of increasing the allowable bearing pressure for spread footings or a mat foundation to approximately 4,000 psf for dead-plus-live-loads and limiting combined static and seismic differential total settlement to less than one inch and differential settlement to less than 3/4 inch over a horizontal distance of 30 feet. The actual design allowable bearing pressures and estimated settlements should be determined by the design-build ground improvement contractor, as they will be based on the diameter, depth, and spacing of the ground improvement elements

Lateral loads may be resisted by a combination of passive pressure on the vertical faces of the shallow foundations and friction between the bottoms of the foundations and the supporting soil and ground improvement elements. To compute lateral resistance, we preliminarily recommend using an equivalent fluid weight (triangular distribution) of 300 pcf. Passive pressure in the upper one foot of soil should be neglected unless confined by a slab or pavement. The allowable base friction coefficient between the foundation and ground improvement elements should be determined by the ground improvement contractor, as it may be higher than that recommended for foundations on native (unimproved) soil, depending on the size and spacing of the ground improvement elements. Alternatively, the frictional resistance for footings may be computed using an allowable base friction coefficient of 0.35, which is conservative. For a mat foundation, an allowable base friction value of 0.20, which assumes a vapor retarder is placed between the bottom of the mat and tops of the ground improvement elements, should be used. The passive pressure and frictional resistance values include a factor of safety of at least 1.5 and may be used in combination without reduction.

6.1.2.2 Mat Foundation

We preliminarily conclude Buildings B and B2 may be supported on mat foundations underlain by at least two feet of engineered fill. For mat design, we preliminarily recommend using a modulus of subgrade reaction of 15 pounds per cubic inch (pci) for dead-plus-live loads: this value has already been scaled to take into account the plan dimensions of the foundation and may be increased by one-third percent for total load conditions.

Considering the large area of the mat, we expect the average bearing stress under the mat to be low; however, concentrated stresses will occur at column locations and at the edges of the mat. For preliminary design, an allowable dead-plus-live bearing pressure of 2,500 psf may be used; this pressure may be increased by one-third for total load conditions.

We estimate the total settlement of a mat-supported building with an average bearing pressure of 500 psf for dead-plus-live-load conditions will be approximately 1 to 1-1/2 inches and differential settlement would be approximately 3/4 inch over a horizontal distance of 30 feet.

To compute lateral resistance, we recommend using an equivalent fluid weight of 300 pcf; the upper foot of soil should be ignored unless confined by a slab or pavement. Assuming the mat is supported on a vapor retarder, a friction factor of 0.20 may be used to compute base friction. Where the mat foundation is supported directly on soil, a friction factor of 0.30 may be used. The passive pressure and frictional resistance values include a factor of safety of at least 1.5 and may be used in combination without further reduction.

6.2 Slab-on-Grade Floors

Concrete slab-on-grade floors may be used for all the buildings south of Midway Drive and for Buildings A, Garage A, and Building A2. Where water vapor transmission through the floor slab is not desirable, we recommend installing a capillary moisture break and water vapor retarder beneath the floor slab. A capillary moisture break consists of at least four inches of clean, free-draining gravel or crushed rock. The vapor retarder should meet the requirements for Class A vapor retarders stated in ASTM E1745. For the mat foundation option for Buildings B and B2,

the four inches of capillary break material is not required. The vapor retarder should be placed in accordance with the requirements of ASTM E1643. These requirements include overlapping seams by six inches, taping seams, and sealing penetrations in the vapor retarder. The particle size of the capillary break material should meet the gradation requirements presented in Table 2.

TABLE 2
Gradation Requirements for Capillary Moisture Break

Sieve Size	Percentage Passing Sieve
1 inch	90 – 100
3/4 inch	30 – 100
1/2 inch	5 – 25
3/8 inch	0 – 6

Concrete mixes with high water/cement (w/c) ratios result in excess water in the concrete, which increases the cure time and results in excessive vapor transmission through the slab. Therefore, concrete for the mat and floor slab should have a w/c ratio of less than 0.45. Water should not be added to the concrete mix in the field. If necessary, workability should be increased by adding plasticizers. In addition, the mat/slab should be properly cured. Before the floor covering is placed, the contractor should check that the concrete surface and the moisture emission levels (if emission testing is required) meet the manufacturer's requirements.

6.3 Seismic Design

For design in accordance with the 2019 CBC, we preliminarily recommend Site Class D be used. It is possible the stiffer soils south of Midway Drive may be classified as Site Class C; however, a geophysical survey would be necessary to estimate the average shear-wave velocity of the upper 100 feet of soil (and possibly bedrock) to determine the appropriate site class. This survey could be performed during the final geotechnical investigation for the project.

The latitude and longitude of the site are 37.7020° and -122.4138° , respectively. For design in accordance with 2019 CBC, we preliminarily recommend the following:

- Site Class D
- $S_s = 1.66g$, $S_1 = 0.67g$

The 2019 CBC is based on the guidelines contained within ASCE 7-16 which stipulates that where S_1 is greater than 0.2 times gravity (g) for Site Class D, a ground motion hazard analysis is needed unless the seismic response coefficient (C_s) value will be calculated as outlined in Section 11.4.8, Exception 2. Assuming the C_s value will be calculated as outlined in Section 11.4.8, Exception 2, we recommend the following seismic design parameters:

- $F_a = 1.0$, $F_v = 1.7$
- $S_{MS} = 1.66g$, $S_{M1} = 1.14g$
- $S_{DS} = 1.10g$, $S_{D1} = 0.76g$
- Seismic Design Category D for Risk Factors I, II, and III

Depending on the structural design methodology and fundamental period of the proposed building, it may be advantageous to perform a ground motion hazard analysis (the project structural engineer should confirm). We can perform a ground motion hazard analysis upon request.

6.4 Site Preparation and Grading

Site demolition should include the removal of existing pavements, foundations, and underground utilities. In general, abandoned underground utilities should be removed to the property line or service connections and properly capped or plugged with concrete. Where existing utility lines are outside of the proposed building footprint and will not interfere with the proposed construction, they may be abandoned in-place provided the lines are filled with lean concrete or

cement grout to the property line. Voids resulting from demolition activities should be properly backfilled with compacted fill following the recommendations provided later in this section.

In areas that will receive improvements (i.e. building pads, exterior concrete flatwork, and new fill), the soil subgrade exposed following stripping and clearing should be scarified to a depth of at least eight inches, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction . If the subgrade is within eight inches of finished subgrade in areas to receive vehicular traffic, it should be moisture-conditioned to near optimum moisture content and compacted to at least 95 percent relative compaction and be non-yielding. The soil subgrade should be kept moist until it is covered by fill or improvements.

Fill should consist of on-site soil or imported soil (select fill) that is free of organic matter, contains no rocks or lumps larger than three inches in greatest dimension, has a liquid limit of less than 40 and a plasticity index lower than 15, and is approved by the Geotechnical Engineer. Samples of proposed imported fill material should be submitted to the Geotechnical Engineer at least three business days prior to use at the site. The grading contractor should provide analytical test results or other suitable environmental documentation indicating the imported fill is free of hazardous materials at least three days before use at the site. If this data is not available, up to two weeks should be allowed to perform analytical testing on the proposed imported material.

Fill should be placed in horizontal lifts not exceeding eight inches in uncompacted thickness, moisture-conditioned to above optimum moisture content, and compacted to at least 90 percent relative compaction. Fill should be compacted to at least 95 percent relative compaction where the fill is greater than five feet in thickness or it consists of clean sand or gravel, defined as soil with less than five percent fines by weight. Fill placed within the upper foot of pavement subgrade should also be compacted to at least 95 percent relative compaction, and be non-yielding.

6.4.1 Utility Trench Backfill

Excavations for utility trenches can be readily made with a backhoe. All trenches should conform to the current CAL-OSHA requirements. To provide uniform support, pipes or conduits should be bedded on a minimum of four inches of sand or fine gravel. After the pipes and conduits are tested, inspected (if required) and approved, they should be covered to a depth of six inches with sand or fine gravel, which should be mechanically tamped.

Backfill for utility trenches and other excavations is also considered fill, and should be placed and compacted in accordance with the recommendations previously presented. If imported clean sand or gravel (defined as soil with less than five percent fines) is used as backfill, it should be compacted to at least 95 percent relative compaction. Fill placed in the public right-of-way should be compacted in accordance with the City of Daly City Standard Specifications. Jetting of trench backfill should not be permitted. Special care should be taken when backfilling utility trenches in pavement areas. Poor compaction may cause excessive settlements, resulting in damage to the pavement section.

6.4.2 Exterior Concrete Flatwork

Exterior concrete flatwork that will not receive vehicular traffic (i.e. sidewalk) should be underlain by at least four inches of Class 2 aggregate base compacted to at least 90 percent relative compaction. Prior to placement of the aggregate base, the upper eight inches of the subgrade soil should be scarified, moisture-conditioned to near optimum moisture content, and compacted to at least 90 percent relative compaction.

6.4.3 Drainage and Landscaping

Positive surface drainage should be provided around the buildings to direct surface water away from foundations. To reduce the potential for water ponding adjacent to the buildings, we recommend the ground surface within a horizontal distance of five feet from the buildings slope down away from the buildings with a surface gradient of at least two percent in unpaved areas

and one percent in paved areas. In addition, roof downspouts should be discharged into controlled drainage facilities to keep the water away from the foundations.

6.5 Retaining Walls

Retaining walls should be designed to resist static lateral earth pressures, lateral pressures caused by earthquakes, and traffic loads (if vehicular traffic is expected within a horizontal distance equal to 1.5 times the wall height). All on-site walls, including low retaining walls in landscaped areas, should be designed in accordance with the recommendations presented in this section, although checking the walls for seismic loading is not required for walls less than six feet high. Retaining walls that are restrained from movement at the top or sides (e.g., a wall with a 90-degree turn) should be designed using the at-rest pressure presented in Table 3. Walls that are not restrained from rotation may be designed using the active pressure presented in Table 3.

TABLE 3
Lateral Earth Pressures for Retaining Wall Design

Soil Backfill Type	Active Static Condition (Unrestrained)	At-Rest Static Condition (Restrained)	Seismic Condition
On-site Soil - Drained	35 pcf ¹	55 pcf	35 pcf + 16 pcf
On-site Soil - Undrained	80 pcf	90 pcf	80 pcf + 8 pcf

1. Equivalent fluid weight (triangular distribution); pcf = pounds per cubic foot

The recommended lateral earth pressures above are based on a level backfill condition with no additional surcharge loads. If the retained soil will be sloped, we can provide additional recommendations after the degree to which the soil will be sloped has been determined. Where the below-grade walls are subject to traffic loading within a horizontal distance equal to 1.5 times the wall height, an additional uniform lateral pressure of 50 psf, applied to the entire height of the wall.

The design pressures recommended are based on fully drained walls. Although a majority of the retaining walls will be above the groundwater level, water can accumulate behind the walls from other sources, such as rainfall, irrigation, and broken water lines, etc. One acceptable method for backdraining a retaining wall is to place a prefabricated drainage panel against the back of the wall. The drainage panel should extend down to a perforated PVC collector pipe at the base of the retaining wall. The pipe should be surrounded on all sides by at least four inches of Caltrans Class 2 permeable material or 3/4-inch drain rock wrapped in filter fabric (Mirafi NC or equivalent). The pipe should be connected to a suitable discharge point; a sump and pump system may be required to drain the collector pipes.

Wall backfill material and compaction should conform to the recommendations presented above in Section 6.4 of this report. Lightweight compaction equipment should be used to reduce stresses induced on the retaining walls during fill placement unless the walls are appropriately braced.

Site retaining walls may be supported on spread footings bottomed on one foot of engineered fill compacted to at least 90 percent relative compaction. The footings should be bottomed at least 18 inches below the lowest adjacent finished grade. The allowable bearing pressure, friction factor, and passive pressure presented for mat foundation design in Section 7.2 may be used for design of site retaining walls.

6.6 Flexible (Asphalt Concrete) Pavement Design

The State of California flexible pavement design method was used to develop the recommended asphalt-concrete pavement sections. Based on our experience, we assumed an R-value of 40 for the near-surface soil, which consists mostly of silty sand. Several R-value tests should be performed on the near-surface soil during the final geotechnical investigation. Preliminary pavement design recommendations for asphalt-concrete pavements for the assumed R-value of 40 are presented below in Table 4.

TABLE 4
AC Pavement Sections

TI	Asphaltic Concrete (inches)	Class 2 Aggregate Base R = 78 (inches)
4.5	2.5	6.0
5.0	3.0	6.0
5.5	3.0	6.0
6.0	3.5	6.0
6.5	4.0	6.0
7.0	4.0	7.0

The soil subgrade beneath AC pavements should be scarified to a depth of eight inches, moisture-conditioned to near optimum moisture content, and compacted to at least 95 percent relative compaction. In addition, the subgrade should be a firm and non-yielding surface. The subgrade should be proof-rolled to confirm it is non-yielding prior to placing the aggregate base. The Class 2 aggregate base should be moisture-conditioned to near optimum moisture content and compacted to at least 95 percent relative compaction.

6.7 Portland Cement Concrete Pavement

The PCC pavement section design is based on a maximum single-axle load of 20,000 pounds and a maximum tandem axle of 32,000 pounds. The recommended PCC pavement section for these axle loads is six inches of Portland cement concrete over six inches of Class 2 aggregate base. For PCC pavement areas that will not receive truck traffic, a PCC pavement section consisting of five inches of Portland cement concrete over six inches of Class 2 aggregate base may be used. The modulus of rupture and unconfined compressive strength of the concrete should be at least 500 and 3,000 pounds per square inch (psi) at 28 days, respectively. Contraction joints should be placed at a 15-foot spacing. Where the outer edge of a concrete pavement meets asphalt pavement, the concrete slab should be thickened by 50 percent at a taper not to exceed a slope of 1 in 10.

The soil subgrade beneath PCC pavements should be scarified to a depth of eight inches, moisture-conditioned to near optimum moisture content, and compacted to at least 95 percent relative compaction to provide an unyielding surface. The Class 2 aggregate base should be moisture-conditioned to near optimum moisture content and compacted to at least 95 percent relative compaction.

7.0 ADDITIONAL GEOTECHNICAL SERVICES

The preliminary conclusions and recommendations presented within are based on a preliminary field investigation and not intended for final design. Prior to final design, we should be retained to provide a final geotechnical report based on a supplemental field investigation and the final proposed development. Additional borings and CPTs will be required to further evaluate the subsurface conditions beneath the site. Once our final report has been completed, the design team has selected a foundation system, and prior to construction, we should review the project plans and specifications to check their conformance with the intent of our final recommendations. During construction, we should observe site preparation, ground improvement installation, foundation installation, and the placement and compaction of fill. These observations will allow us to compare the actual with the anticipated soil conditions and to check if the contractor's work conforms with the geotechnical aspects of the plans and specifications.

8.0 LIMITATIONS

This preliminary geotechnical investigation has been conducted in accordance with the standard of care commonly used as state-of-practice in the profession. No other warranties are either expressed or implied. The preliminary recommendations made in this report are based on the assumption that the subsurface conditions do not deviate appreciably from those disclosed in the exploratory CPTs. If any variations or undesirable conditions are encountered during construction, we should be notified so that additional recommendations can be made. The preliminary foundation recommendations presented in this report are developed exclusively for

the proposed development described in this report and are not valid for other locations and construction in the project vicinity.

REFERENCES

2019 California Building Code

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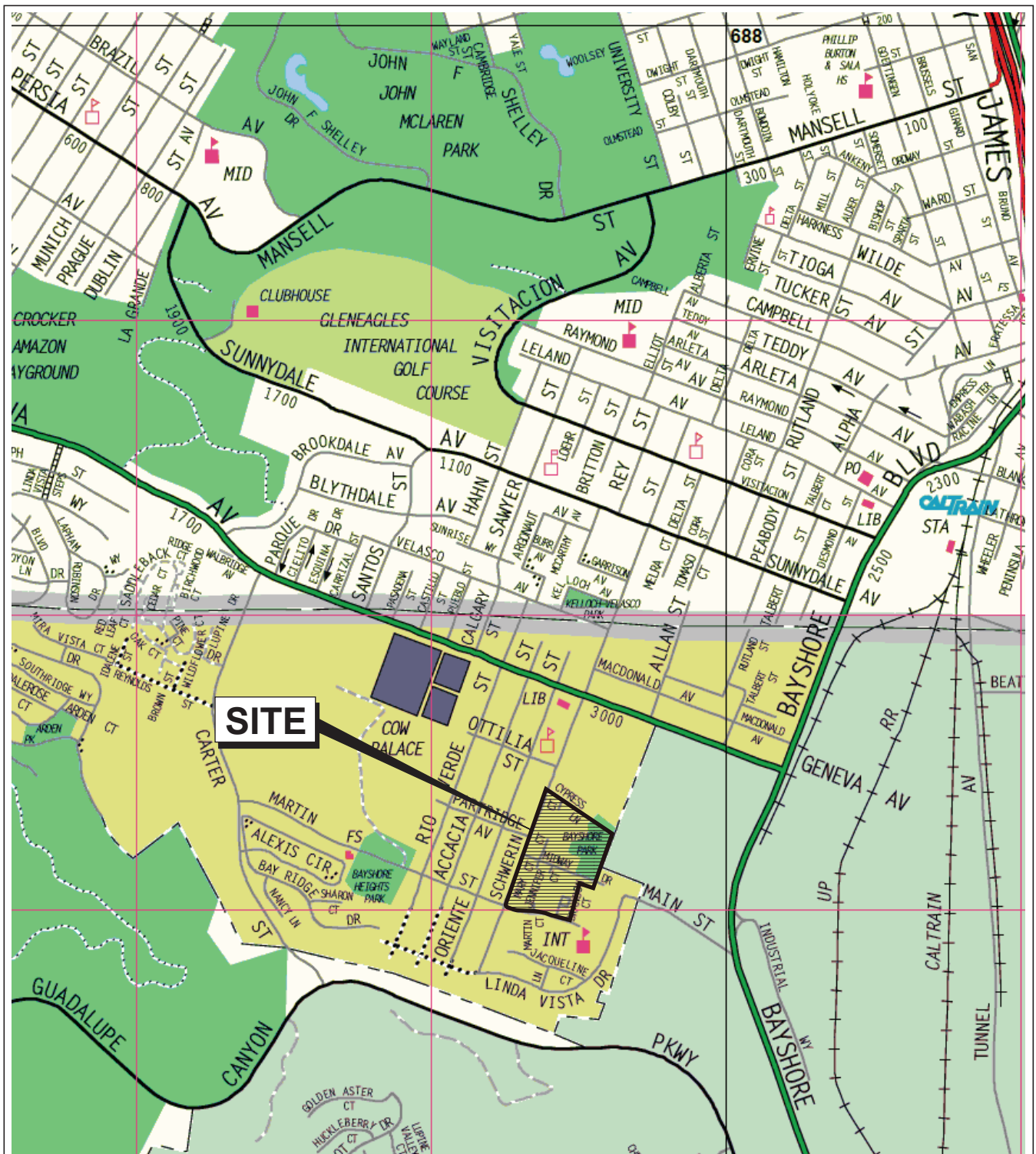
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FIGURES



Base map: The Thomas Guide
San Francisco County
2002

0 1/4 1/2 Mile
Approximate scale



MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

SITE LOCATION MAP

Date 01/21/20

Project No. 18-1569

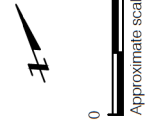
Figure 1



EXPLANATION

CPT-1 Approximate location of cone penetration test by Rockridge Geotechnical Inc., January 16, 2019

--- Project limits



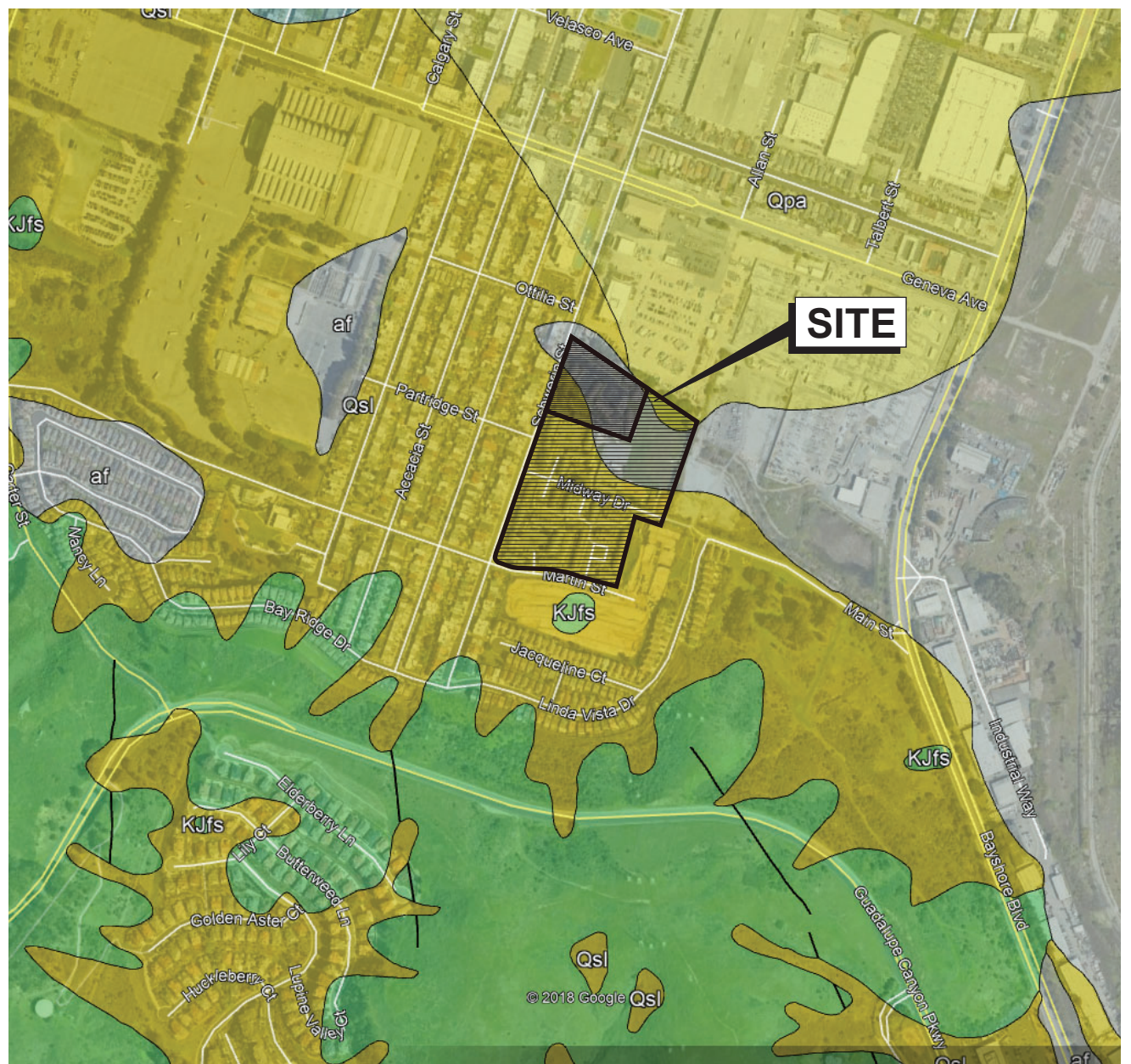
MIDWAY VILLAGE
47 MIDWAY DRIVE
 Daly City, California

SITE PLAN

Date 02/05/20 Project No. 18-1569 Figure 2

ROCKRIDGE
GEOTECHNICAL

Reference: Base map from a drawing titled "Midway Village Site Plan", by David Baker Architects, undated.

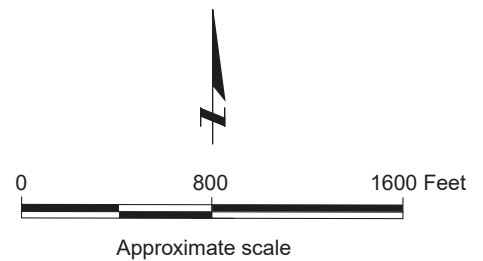


Base map: Google Earth with U.S. Geological Survey (USGS), San Mateo County, 2018.

EXPLANATION

af	Artificial Fill
Qsl	Hillslope Deposits (Quaternary)
Qpa	Alluvium (Pleistocene)
KJfs	Franciscan Complex sedimentary rocks (Early Cretaceous and (or) Late Jurassic)

Geologic contact:
dashed where approximate and dotted
where concealed, queried where uncertain



MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California




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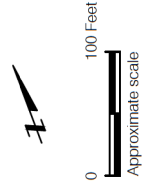
REGIONAL GEOLOGIC MAP

Date 01/29/20	Project No. 18-1569	Figure 3
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EXPLANATION

- CPT-1 
 -  2
 - 
- Approximate location of cone penetration test by Rockridge Geotechnical Inc., January 16, 2019
- Approximate existing fill thickness contours in feet from Figure 5-2 in report titled "Remedial Investigation Report for the Remedial Investigation/Feasibility Study and the Remedial Action Plan for Midway-Bayshore Site, prepared by Ecology and Environment, Inc., dated May 14, 1993"
- Project limits
- Reference: Base map from a drawing titled "Midway Village Site Plan", by David Baker Architects, undated.



MIDWAY VILLAGE
47 MIDWAY DRIVE
 Daly City, California

SITE PLAN SHOWING ESTIMATED THICKNESS OF EXISTING FILL

Date 02/05/20 Project No. 18-1569 Figure 4

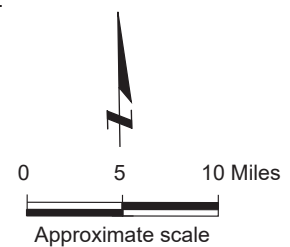
ROCKRIDGE
GEOTECHNICAL



Base Map: U.S. Geological Survey (USGS), National Seismic Hazards Maps - Fault Sources, 2008.

EXPLANATION

- Strike slip
- Thrust (Reverse)
- Normal

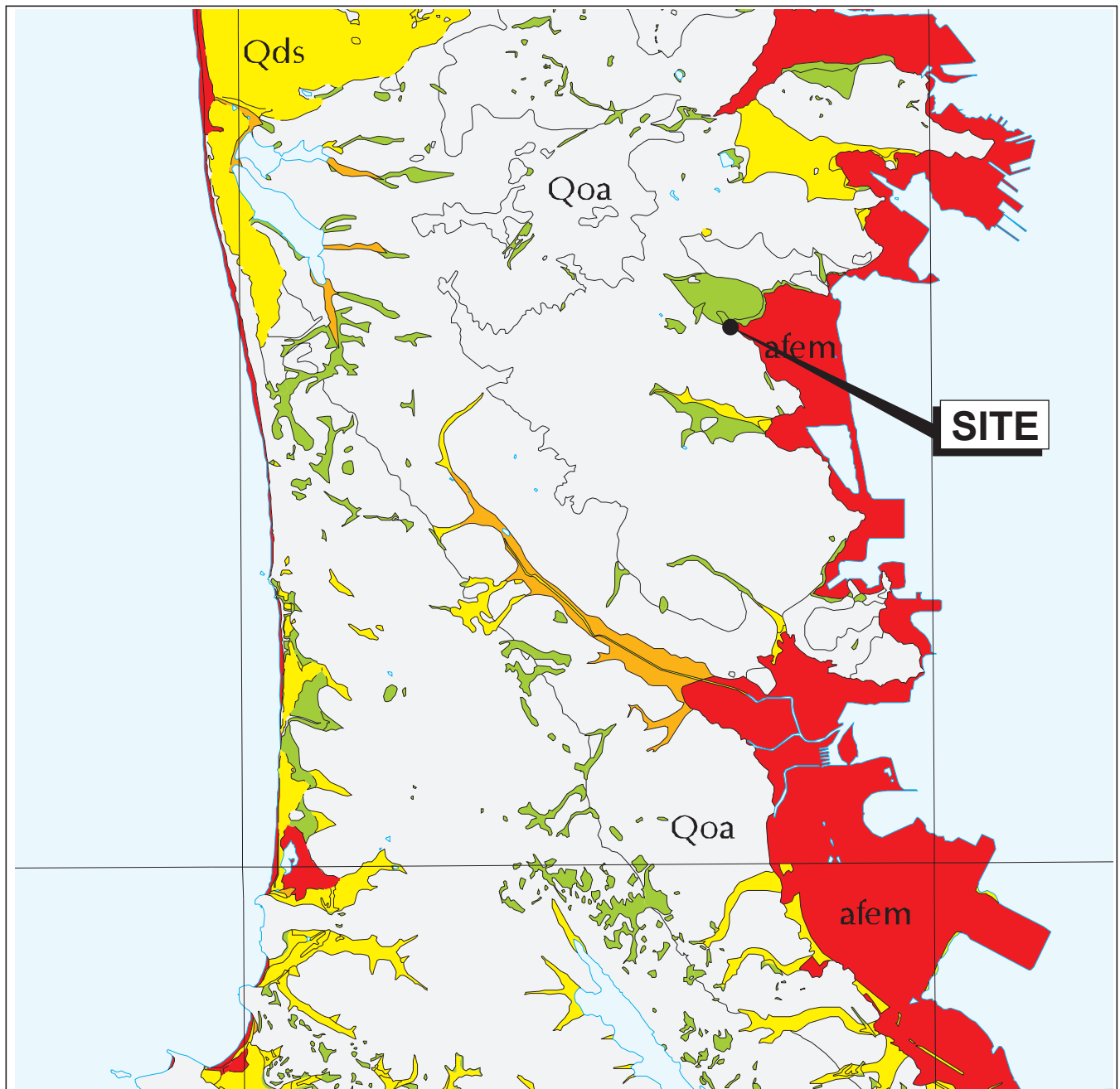


MIDWAY VILLAGE
47 MIDWAY DRIVE
 Daly City, California



REGIONAL FAULT MAP

Date 01/23/20	Project No. 18-1569	Figure 5
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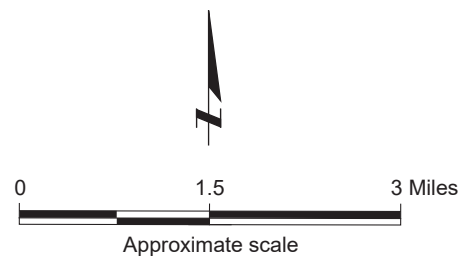


LIQUEFACTION SUSCEPTIBILITY



Lines

Contact, dashed where location uncertainty is greater than about +/- 100 m.



Reference:
Maps of Quaternary Deposits and Liquefaction Susceptibility
in the Central San Francisco Bay Region, California, by USGS, 2006

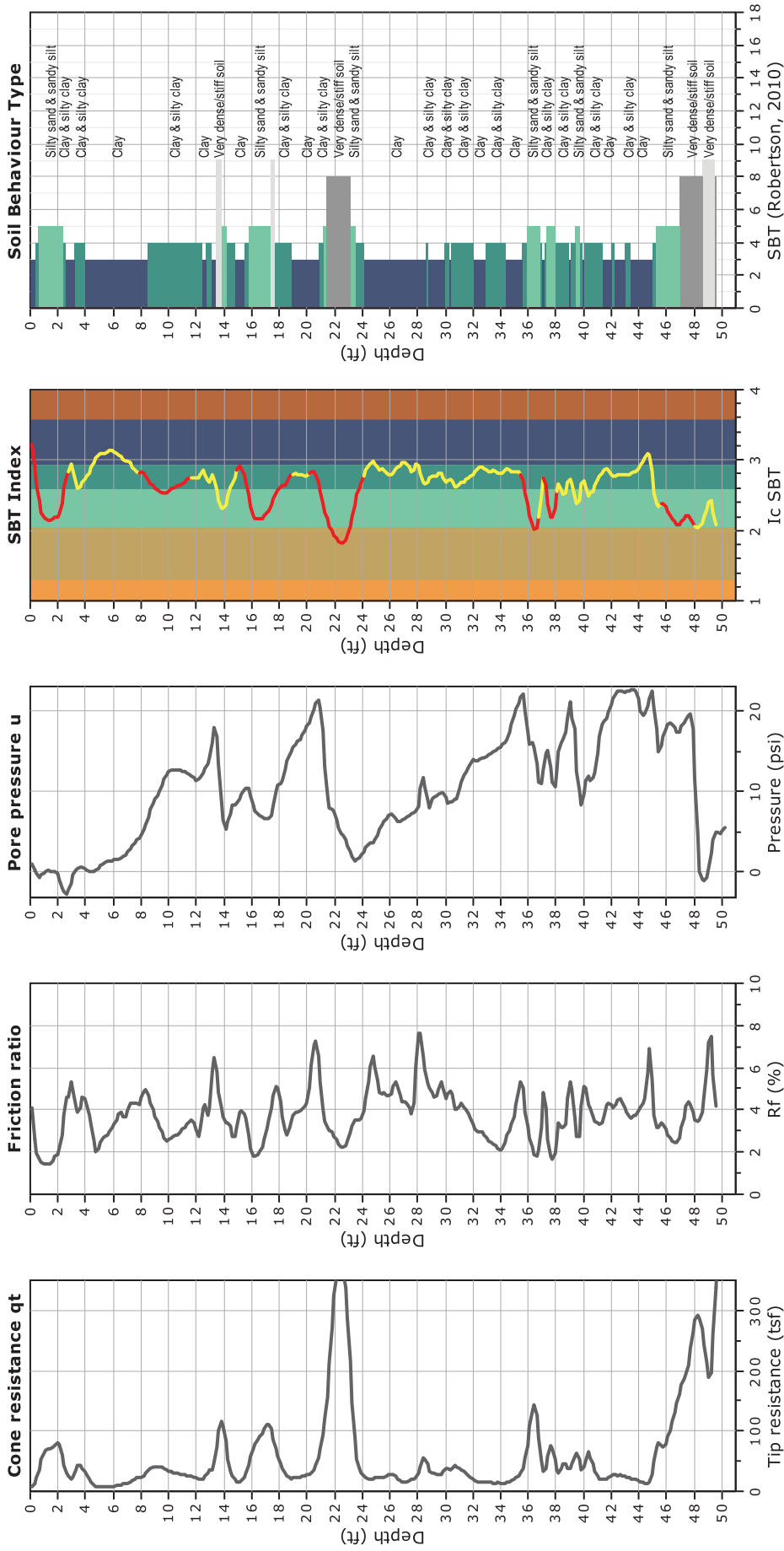
MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

 **ROCKRIDGE**
GEOTECHNICAL

LIQUEFACTION SUSCEPTIBILITY MAP

Date 02/04/20	Project No. 18-1569	Figure 6
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APPENDIX A
Cone Penetration Test Results



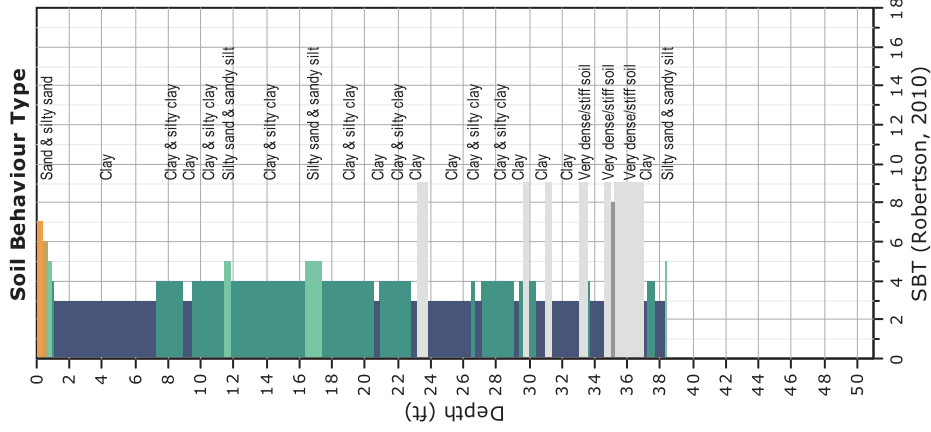
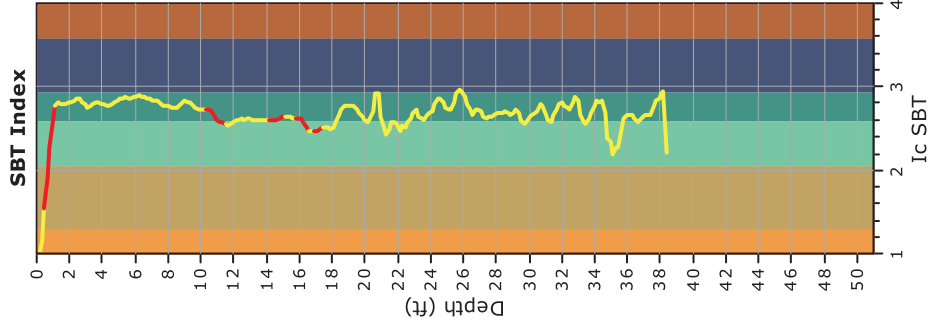
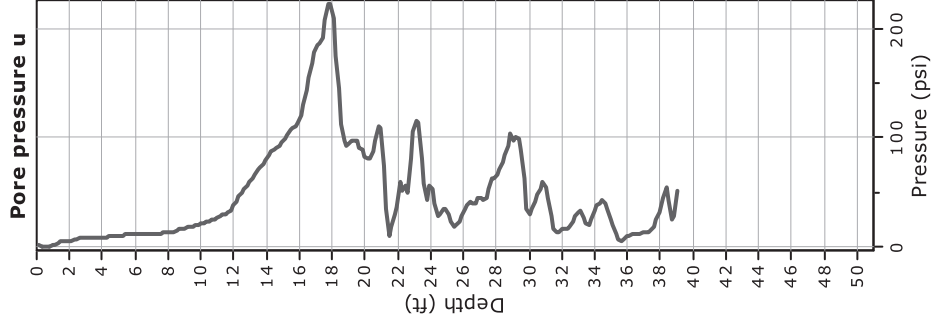
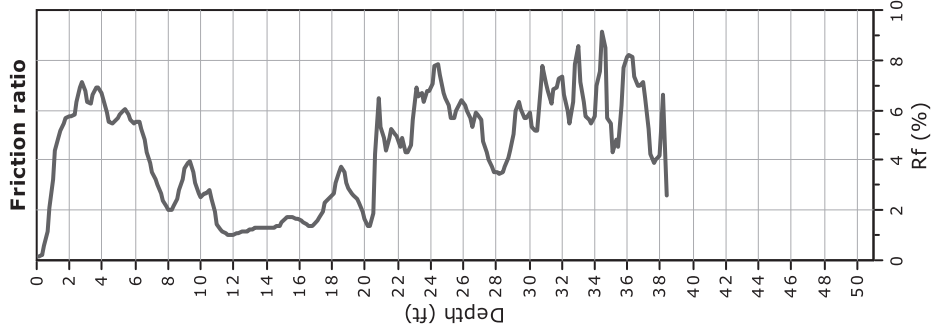
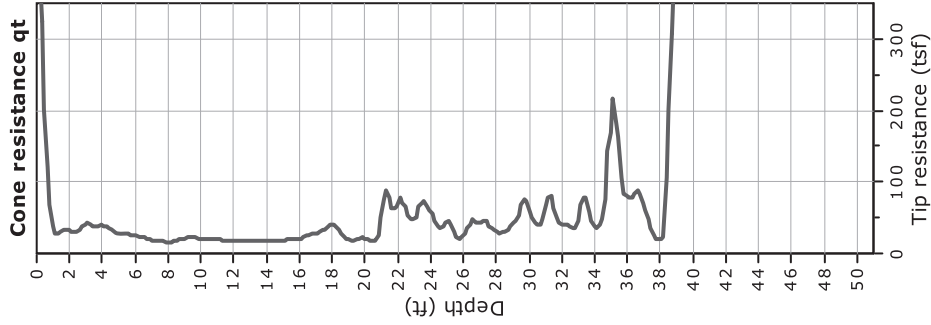
Total depth: 50.2 ft, Date: 1/15/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS

CPT-1



SBT legend

- 1. Sensitive fine grained
- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

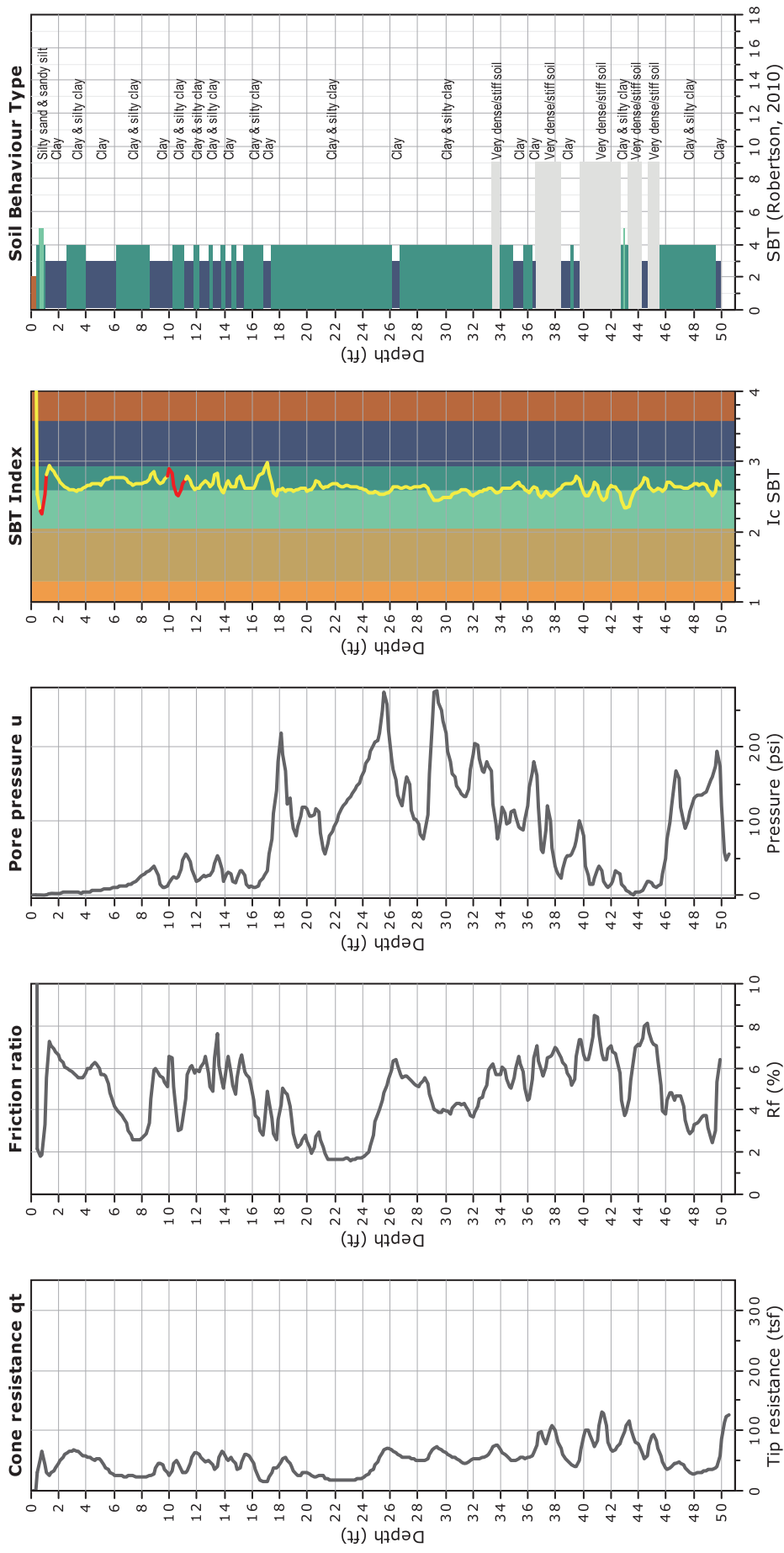
Total depth: 39.0 ft, Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California



CONE PENETRATION TEST RESULTS CPT-10

Date 01/23/20 Project No. 18-1569 Figure A-10



- SBT legend**
- 1. Sensitive fine grained
 - 2. Organic material
 - 3. Clay to silty clay
 - 4. Clayey silt to silty clay
 - 5. Silty sand to sandy silt
 - 6. Clean sand to silty sand
 - 7. Gravely sand to sand
 - 8. Very stiff sand to clayey sand
 - 9. Very stiff fine grained

Total depth: 50.5 ft. Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

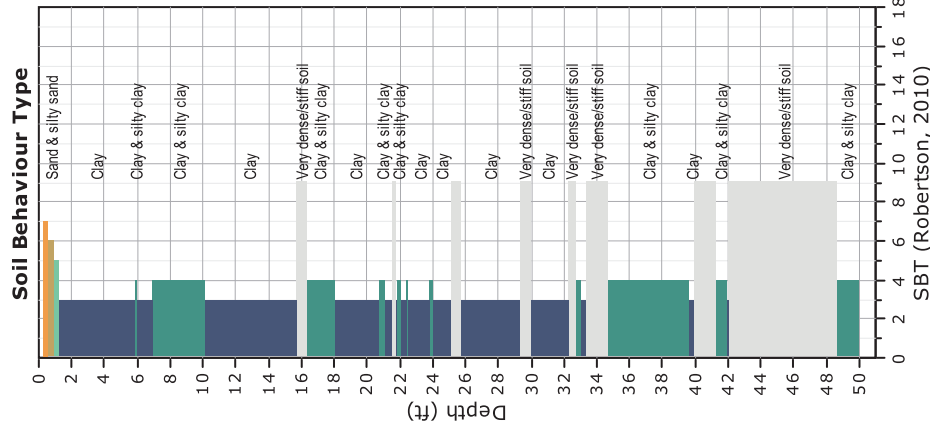
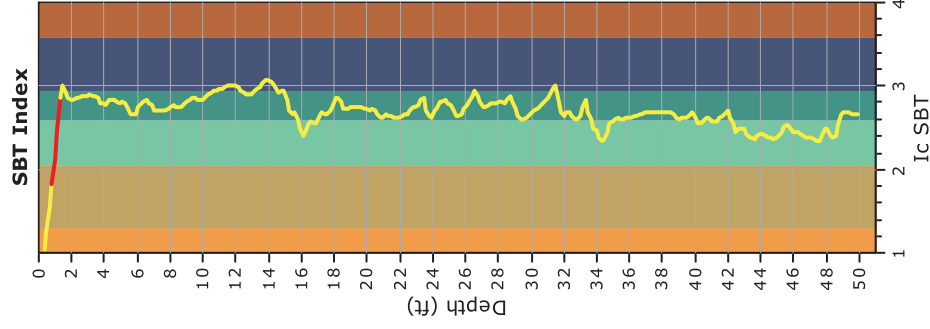
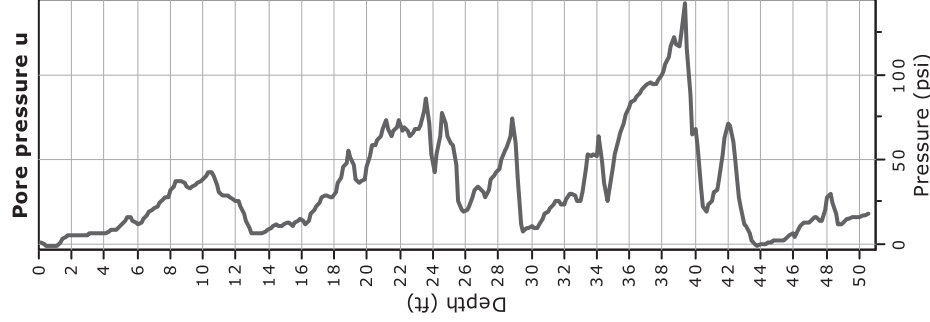
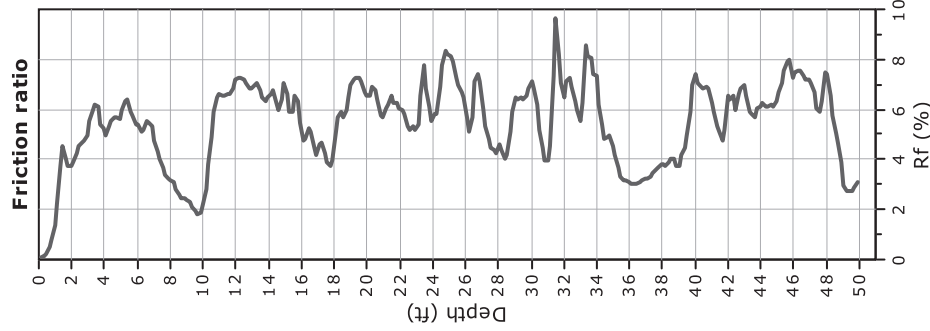
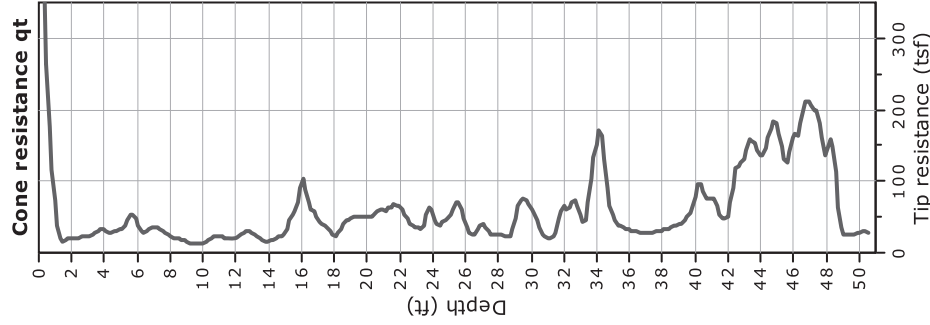
MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS

CPT-11

Date 01/23/20 Project No. 18-1569 Figure A-11



SBT legend

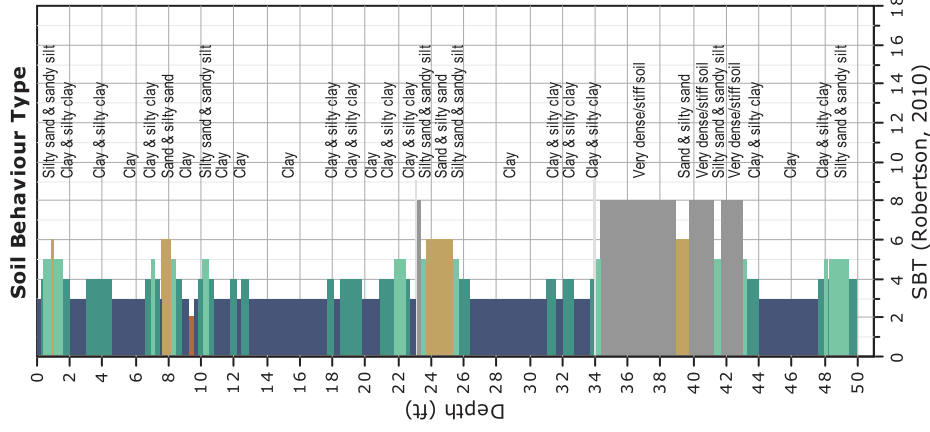
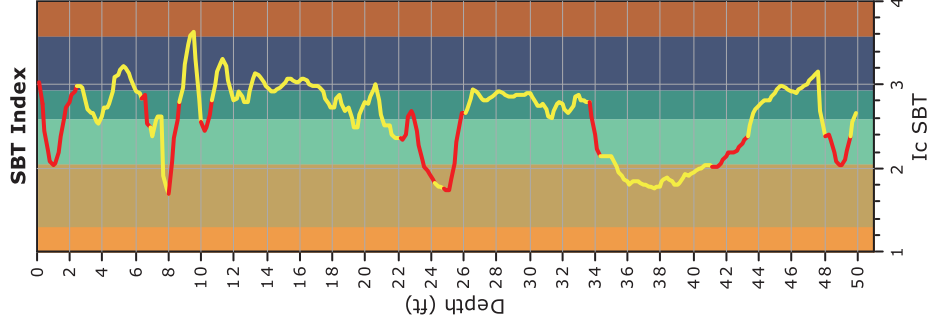
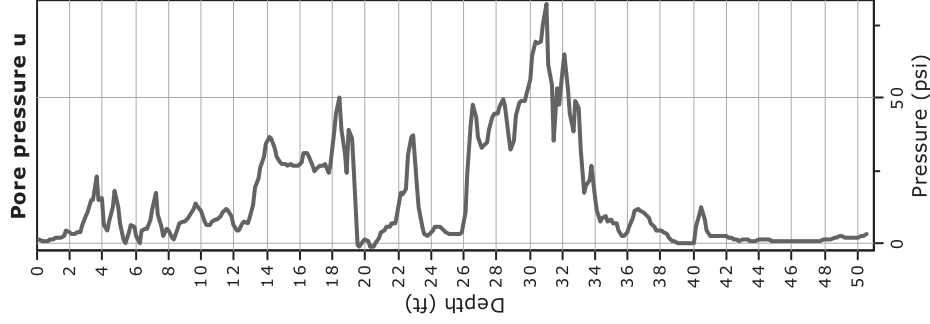
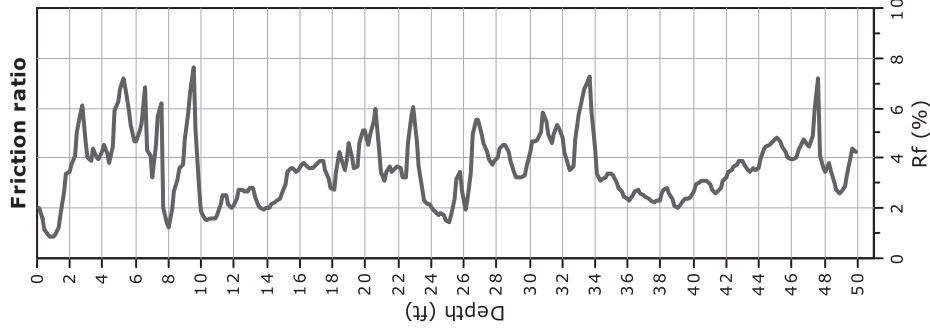
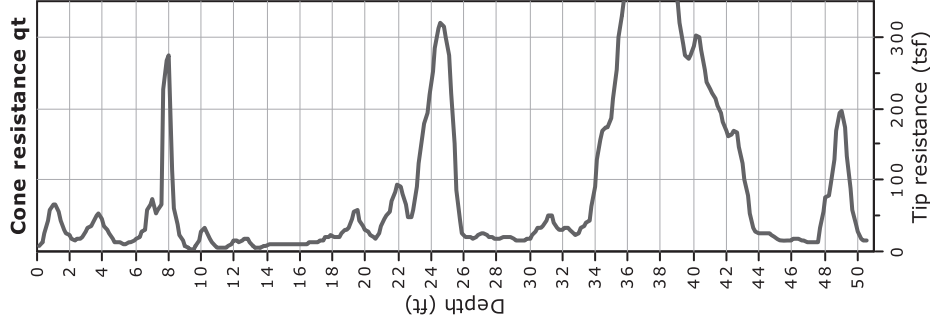
- 1. Sensitive fine grained
- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

Total depth: 50.5 ft, Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California



CONE PENETRATION TEST RESULTS CPT-12



SBT legend

- 1. Sensitive fine grained
- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

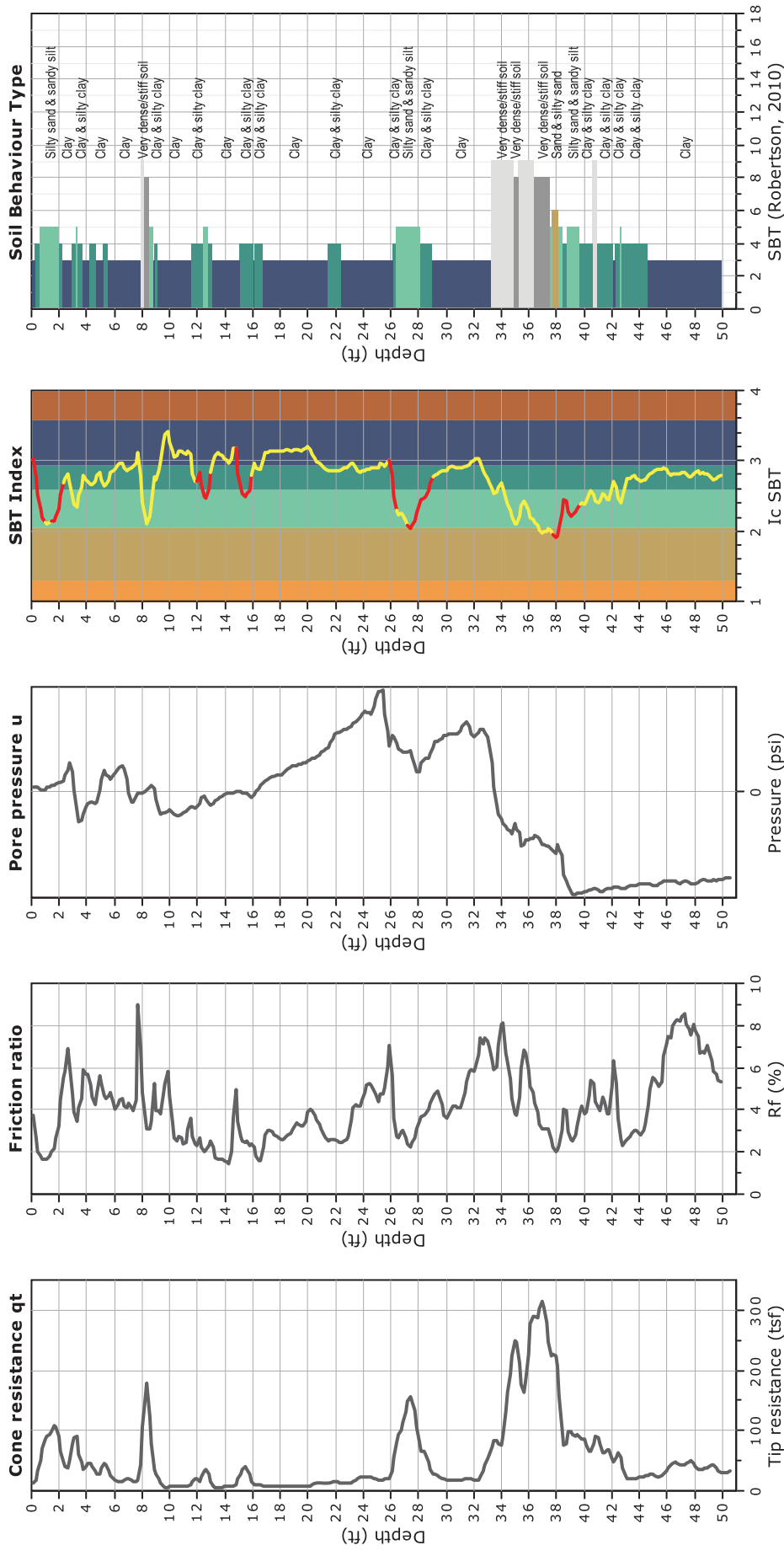
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Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS

CPT-2



SBT legend

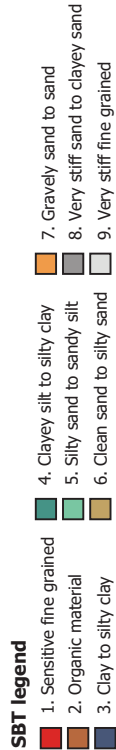
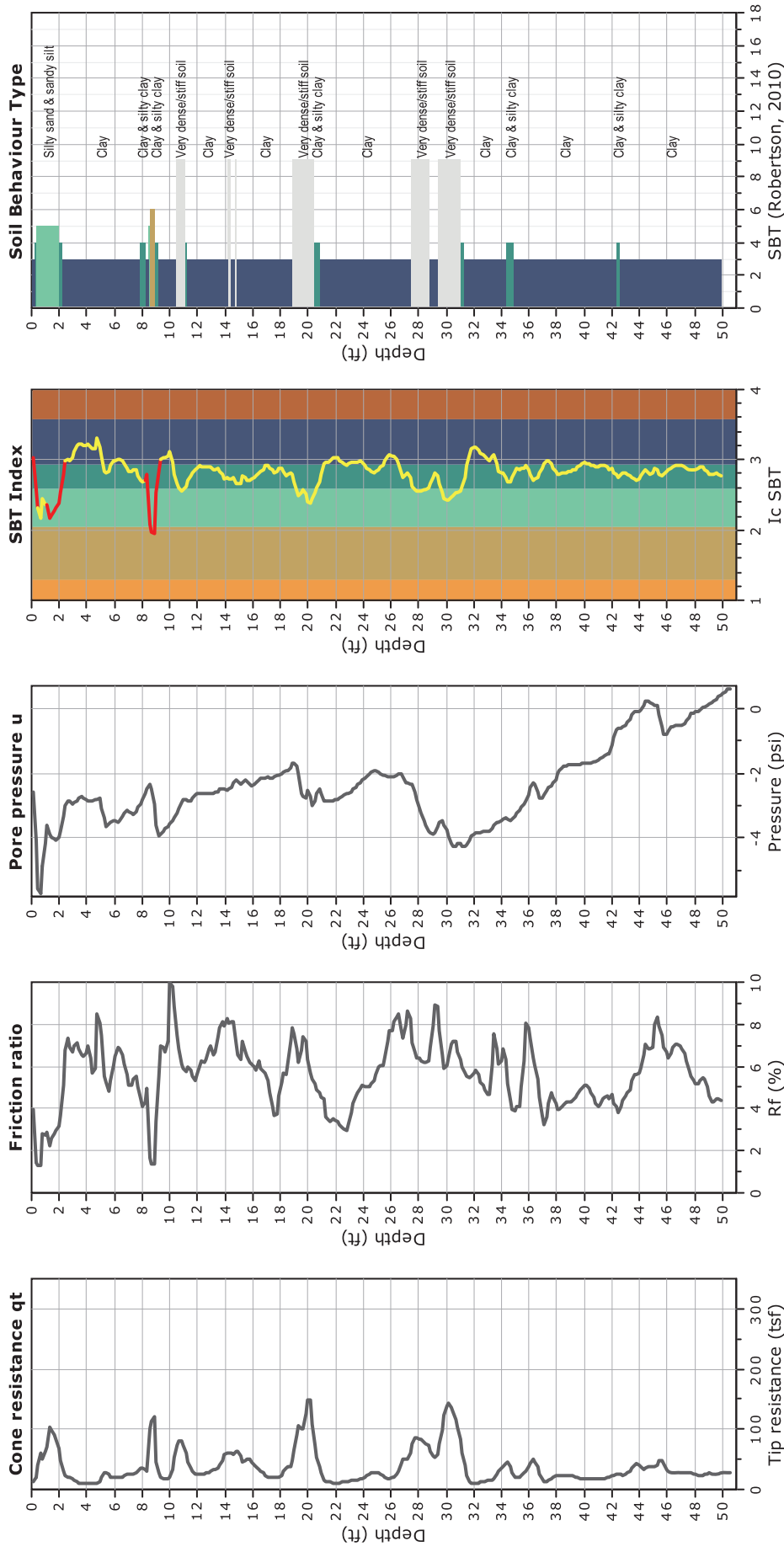
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- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

Total depth: 50.5 ft, Date: 1/15/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS CPT-3



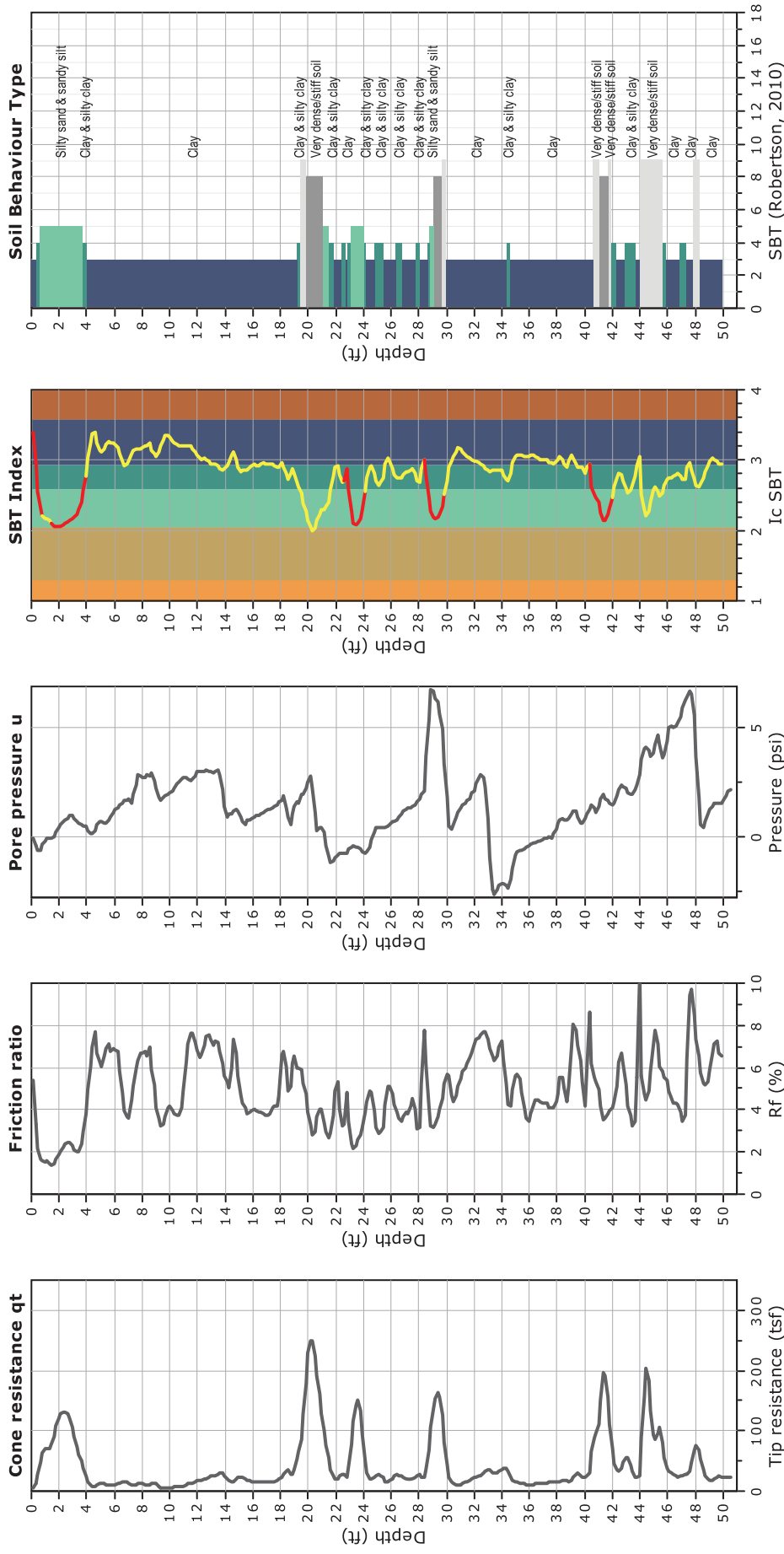
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Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS

CPT-4



SBT legend

- 1. Sensitive fine grained
- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

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Cone Operator: Middle Earth Geo Testing, Inc.

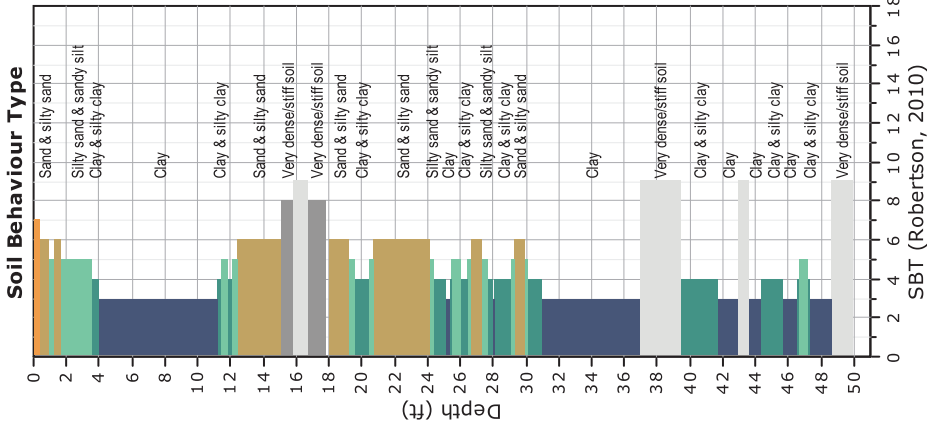
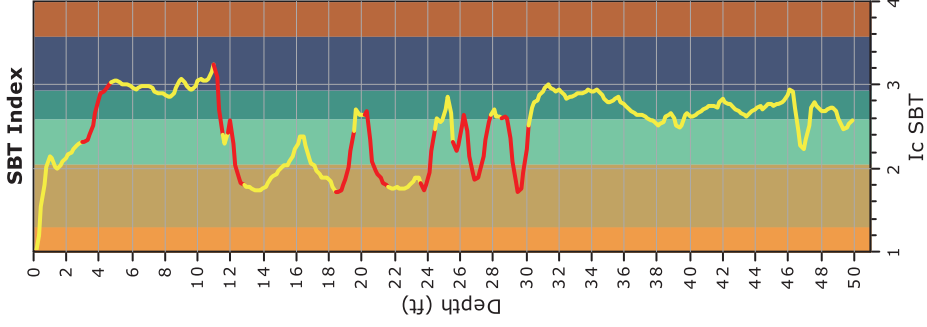
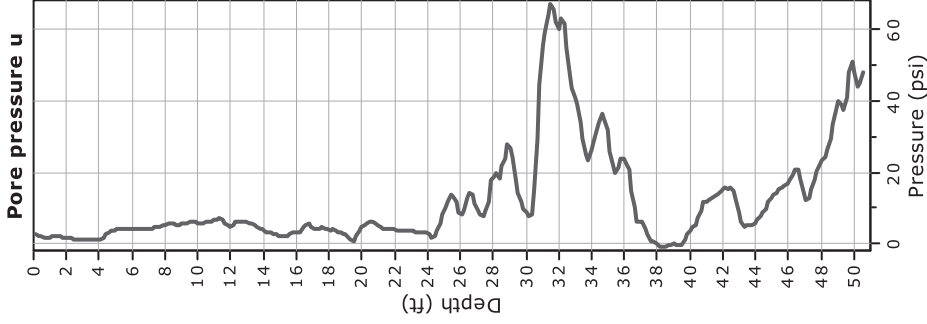
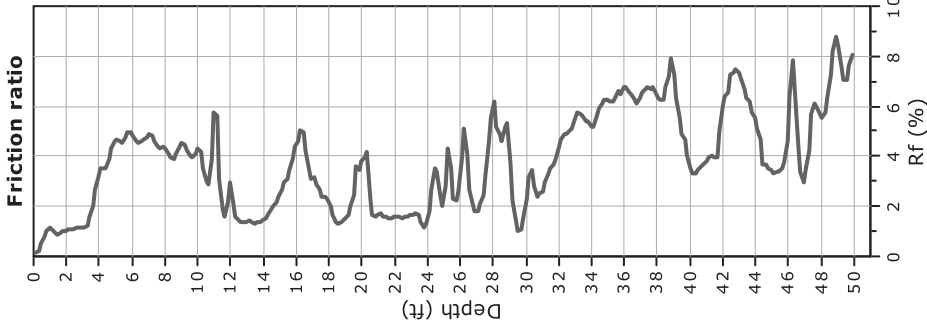
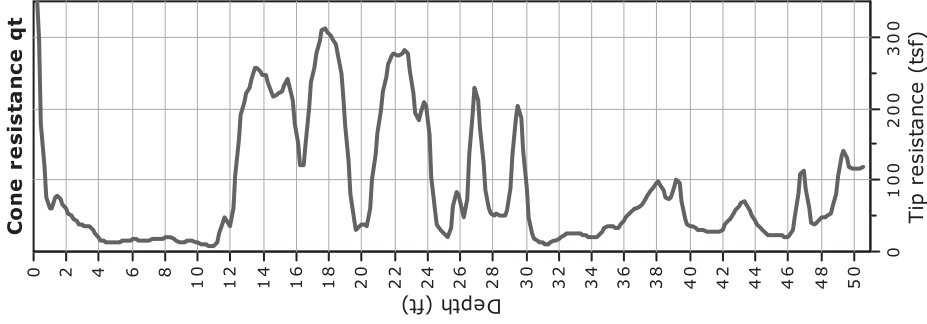
MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California

ROCKRIDGE
GEOTECHNICAL

CONE PENETRATION TEST RESULTS

CPT-5

Date 01/29/20 Project No. 18-1569 Figure A-5



SBT legend

- 1. Sensitive fine grained
- 2. Organic material
- 3. Clay to silty clay
- 4. Clayey silt to silty clay
- 5. Silty sand to sandy silt
- 6. Clean sand to silty sand
- 7. Gravely sand to sand
- 8. Very stiff sand to clayey sand
- 9. Very stiff fine grained

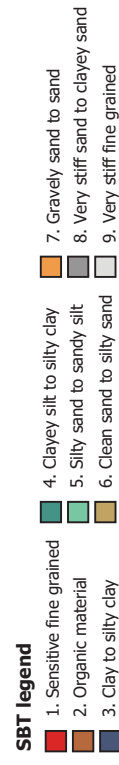
Total depth: 50.5 ft, Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California



CONE PENETRATION TEST RESULTS CPT-6

Date 01/23/20 Project No. 18-1569 Figure A-6



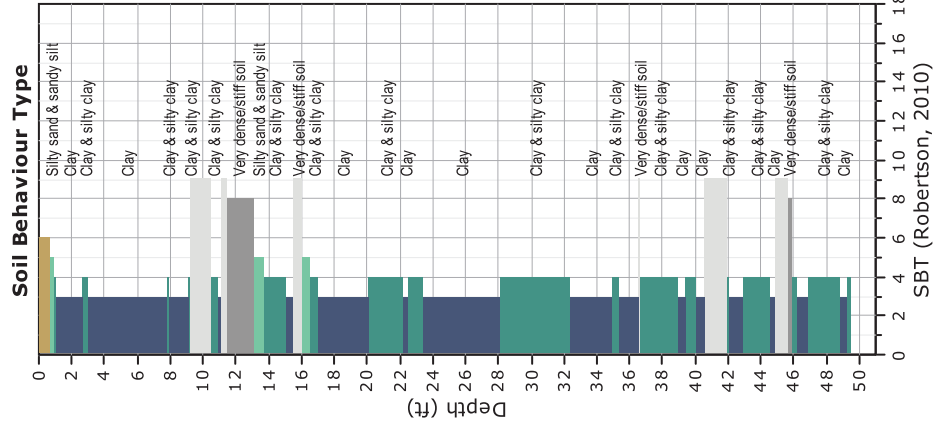
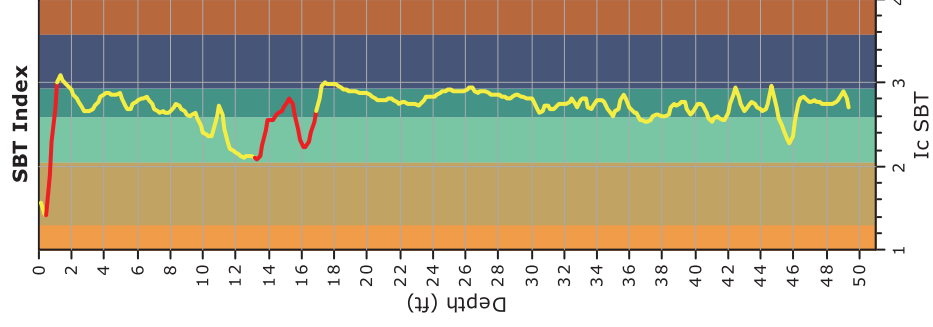
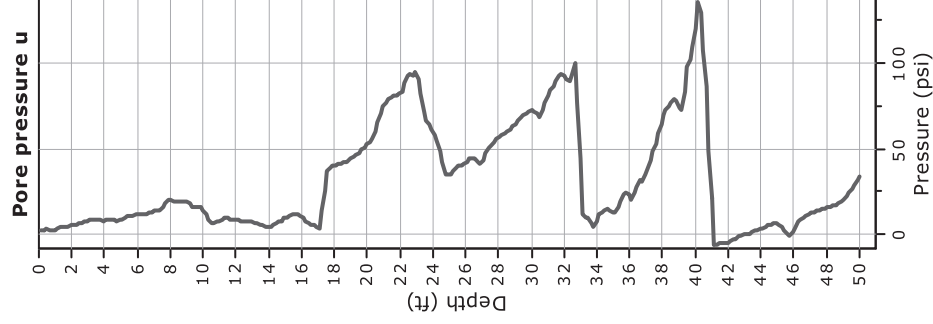
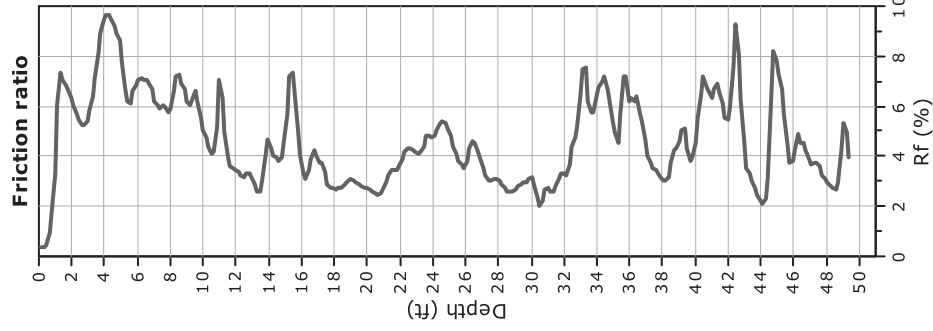
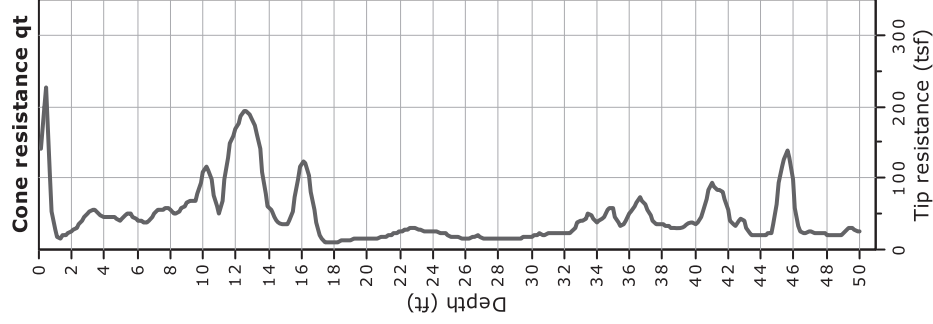
Total depth: 50.5 ft, Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

CONE PENETRATION TEST RESULTS

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California



Date 01/23/20	Project No. 18-1569	Figure A-7
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- SBT legend**
- 1. Sensitive fine grained
 - 2. Organic material
 - 3. Clay to silty clay
 - 4. Clayey silt to silty clay
 - 5. Silty sand to sandy silt
 - 6. Clean sand to silty sand
 - 7. Gravely sand to sand
 - 8. Very stiff sand to clayey sand
 - 9. Very stiff fine grained

Total depth: 50.0 ft, Date: 1/16/2020
Cone Operator: Middle Earth Geo Testing, Inc.

MIDWAY VILLAGE
47 MIDWAY DRIVE
Daly City, California



CONE PENETRATION TEST RESULTS CPT-8

Date 01/23/20 Project No. 18-1569 Figure A-8

APPENDIX H

Noise Modeling Outputs



Report date:
Case Description:

11/6/2019
Midway Village - Building Construction Stage

----- Receptor #1 -----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Closest Residential Receptor Across Martin Street	Residential	60	60	60

Description	Impact Device	Equipment			Receptor Distance (feet)	Estimated Shielding (dBA)
		Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)		
Crane	No	16		80.6	64	0
Tractor (Forklift)	No	40	84		64	0
Tractor	No	40	84		64	0
Front End Loader	No	40		79.1	64	0
Backhoe	No	40		77.6	64	0

Results

Equipment	Calculated (dBA)			Noise Limits (dBA)			Noise Limit Exceedance (dBA)		
	Lmax	Leq	Day Lmax	Leq	Evening Lmax	Night Lmax	Day Lmax	Evening Lmax	Night Lmax
Crane	78.4		70.4	N/A	N/A	N/A	N/A	N/A	N/A
Tractor (Forklift)	81.9		77.9	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	81.9		77.9	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	77		73	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe	75.4		71.4	N/A	N/A	N/A	N/A	N/A	N/A
Total	86.6	82.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Case Description:

11/6/2019

Midway Village - Architectural Coating Stage

----- Receptor #1 -----

Description	Baselines (dBA)		
	Daytime	Evening	Night
Land Use	60	60	60
Closest Residential Receptor Across Martin Street	60	60	60

Description	Impact Device	Equipment			
		Spec	Actual	Receptor	Estimated
		Usage(%)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Compressor (air)	No	40	77.7	64	0

	Results					
	Calculated (dBA)			Noise Limits (dBA)		
	Day			Night		
	Lmax	Leq	Lmax	Lmax	Leq	Lmax
EQUIPMENT						
Compressor (air)						
		75.5	71.5	N/A	N/A	N/A
Total		75.5	71.5	N/A	N/A	N/A

APPENDIX I

Transportation Impact Analysis





HEXAGON TRANSPORTATION CONSULTANTS, INC.



45 Midway Drive Affordable Housing

Transportation Impact Analysis



Prepared for:

City of Daly City



November 21, 2019



Hexagon Office: 5776 Stoneridge Mall Road, Suite 175

Pleasanton, CA 94588

Hexagon Job Number: 19BW02

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Executive Summary

The purpose of this report is to analyze the transportation impacts of the proposed affordable housing development located at 45 Midway Drive in Daly City, California. The project would replace 150 existing affordable housing units and a childcare center on site with 566 new affordable housing units, a park, and expanded childcare center. Project access would be provided via four driveways on Schwerin Street and one driveway on Martin Street.

The potential impacts of the project were evaluated relative to the applicable level of service standards and methodologies in order to satisfy the requirements of the California Environmental Quality Act (CEQA), the City of Daly City, the City of San Francisco, the City of Brisbane, and the San Mateo County Congestion Management Program (CMP). The City/County Association of Governments (C/CAG) of San Mateo County administers the San Mateo County CMP. The study includes an analysis of AM and PM peak-hour traffic conditions during weekdays at 10 existing and 3 future study intersections in the vicinity of the project site, and includes an evaluation of vehicle queuing, signal warrants, bike/pedestrian/transit conditions, vehicle miles traveled (VMT), C/CAG Travel Demand Management (TDM) compliance, site access, and on-site circulation.

Based on trip generation rates recommended by the Institute of Transportation Engineers, it is estimated that 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.

The analysis showed the following significant cumulative impact:

Significant Impact: Under cumulative conditions, the intersection of Bayshore Boulevard and Geneva Avenue would operate at LOS F during the PM peak hour without the proposed project. The project would add traffic to the intersection. According to the City of Daly City and San Mateo County CMP significance criteria, this would constitute a significant adverse cumulative impact at this intersection.

Mitigation: To mitigate this impact would require an overlap traffic signal phase be added at the future northbound Bayshore Boulevard to eastbound Geneva Avenue right turn movement in conjunction with the Geneva Avenue extension to U.S. 101. Construction of this overlap phase would allow northbound right turns on Bayshore Boulevard to go concurrently with westbound left turns on Geneva Avenue. This would improve the overall intersection average delay to 58.4 seconds. Under cumulative no project conditions, the intersection delay is shown to be 80.9 seconds. Thus, this improvement would return the average delay to better than no project conditions. Because this impact does not occur under existing plus project conditions and is the result of cumulative traffic increases, the

proposed project would be responsible for a fair share monetary contribution towards the improvement. Under existing conditions, there are approximately 2,601 PM peak hour trips at the intersection. Cumulative projects (not including project traffic) would add approximately 2,995 PM peak hour trips to the intersection between 2019 and 2035. The proposed project is projected to add approximately 95 PM peak hour trips to the intersection.

The proposed project would not result in significant impacts to any other study locations, nor would it result in any significant impacts to bike, pedestrian, or transit facilities. The report also produced the following conclusions and recommendations:

- Recommendation 1:** Parking on the east side of Schwerin Street at the Midway Drive driveway should be restricted as needed to maintain adequate sight distance, subject to review and approval by the City's Traffic Safety Committee and City Council. In addition, the 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 exiting drivers. The final site plan will need to be reviewed by city staff.
- Recommendation 2:** The project shall ensure that alignments of the drive aisles and the corner radii are adequate for the circulation of standard vehicles as well as trucks, garbage collection, and emergency vehicles, subject to review by city staff.
- Recommendation 3:** The project shall ensure that the garage ingress/egress, internal circulation, ramp design and other relevant design features meet the city code requirements or otherwise accord with industry standards. Final design will be subject to review by city staff.
- Recommendation 4:** The project should consider establishing a time limit for childcare parking. Because all streets within the development are private roadways, parking restrictions would need to be enforced by private security. In addition, the childcare facility should consider preparing an access plan to show parents how to access the designated parking areas.
- Recommendation 5:** Prior to final design, the project applicant shall work with City of Daly City and SamTrans staff to consider the desirability of upgrades to the existing shuttle stop along the project frontage.
- Recommendation 6:** The project shall provide and/or implement CMP-approved TDM measures in order to meet the CMP TDM requirements.

1.

Introduction

This report presents the results of the transportation impact analysis conducted for the proposed affordable housing development located at 45 Midway Drive in Daly City, California. The project would replace 150 existing affordable housing units and a childcare center on site with 566 new affordable housing units, a park, and expanded childcare center. Project access would be provided via four driveways on Schwerin Street and one driveway on Martin Street. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The potential impacts of the project were evaluated relative to the applicable level of service standards and methodologies in order to satisfy the requirements of the California Environmental Quality Act (CEQA), the City of Daly City, the City of San Francisco, the City of Brisbane, and the San Mateo County Congestion Management Program (CMP). The City/County Association of Governments (C/CAG) of San Mateo County administers the CMP.

The study includes an analysis of peak-hour intersection levels of service, vehicle queuing, signal warrants, bike/pedestrian/transit conditions, vehicle miles traveled (VMT), C/CAG Travel Demand Management (TDM) compliance, site access, and on-site circulation. The traffic analysis evaluated conditions at seven signalized intersections and six unsignalized intersections, as follows:

1. Carter Street and Martin Street
2. Carter Street and Guadalupe Canyon Parkway
3. Schwerin Street and Geneva Avenue
4. Schwerin Street and Ottilia Street*
5. Schwerin Street and Partridge Street/Project Driveway*
6. Schwerin Street and Martin Street*
7. U.S. 101 southbound off-ramp and Bayshore Boulevard (San Francisco)
8. Bayshore Boulevard and Geneva Avenue (Brisbane/Daly City/CMP)
9. Bayshore Boulevard and Main Street* (Brisbane)
10. Bayshore Boulevard and Guadalupe Canyon Parkway (Brisbane)
11. Schwerin Street and New Street A* (project driveway)
12. New Street B and Martin Street* (project driveway)
13. Linda Vista Drive and Martin Street* (planned)

* denotes unsignalized intersection

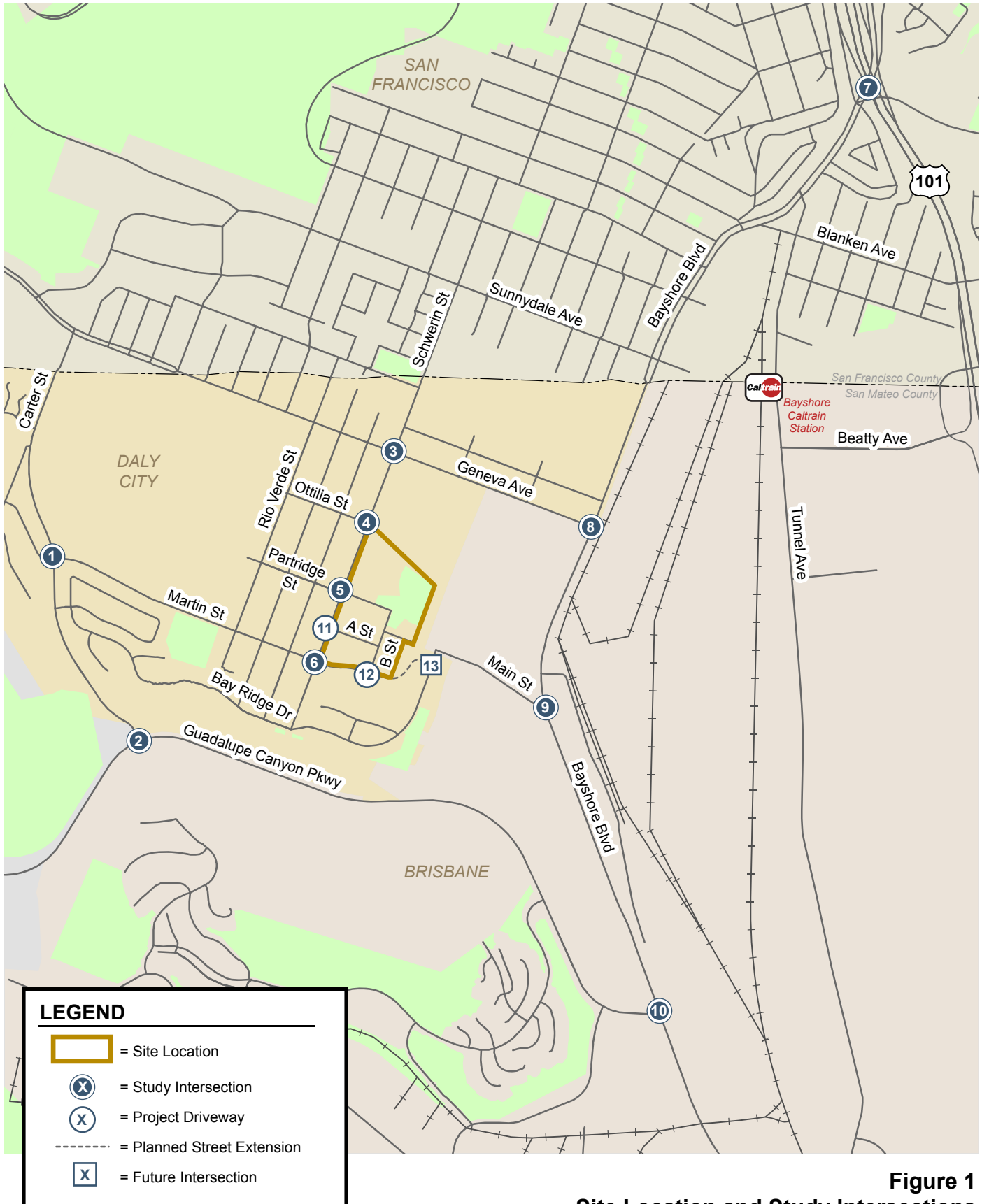


Figure 1
Site Location and Study Intersections



Figure 2
Site Plan

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

The project is anticipated to generate more than 100 trips in the peak hours. Per the County CMP requirements, a CMP analysis was required.

Traffic conditions were evaluated for the following scenarios:

- Scenario 1:** *Existing Conditions.* Existing conditions were represented by existing traffic volumes on the existing roadway network. Existing traffic volumes were obtained from recent traffic counts.
- Scenario 2:** *Existing Plus Project Conditions.* Existing plus Project conditions represent existing peak-hour traffic volumes with the addition of net project traffic resulting from the increase in number of affordable units and the increase in childcare center enrollment. Existing plus Project traffic volumes were obtained from the Daly City Travel Demand Forecast model. Existing plus project conditions were evaluated relative to existing conditions in order to identify potential impacts associated with the proposed project.
- Scenario 3:** *Cumulative No Project Conditions.* Cumulative No Project conditions were represented by Cumulative No Project traffic volumes on the existing roadway network with the addition of planned transportation improvements. Cumulative No Project traffic volumes were obtained from the Daly City Travel Demand Forecast model. The Cumulative No Project traffic volumes reflect all approved and pending development in the City.
- Scenario 4:** *Cumulative Plus Project Conditions.* Cumulative plus Project conditions were represented by Cumulative plus Project traffic volumes on the existing roadway network with the addition of planned transportation improvements. Cumulative plus Project traffic volumes were estimated using the City's Travel Demand Forecast model based on the project's proposed land use changes (increase in number of affordable units and increase in childcare center enrollment) on the site. Cumulative plus Project conditions were evaluated relative to Cumulative No Project conditions in order to determine potential cumulative project impacts.

Methodology

This section presents the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from traffic counts, published data, public documents, previous traffic studies, the City's traffic model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing traffic observations
- lane configurations
- signal timing and phasing
- existing bicycle facilities
- existing transit service
- project traffic volumes
- cumulative traffic volumes

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study locations were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. The analysis methods are described in detail below.

Signalized Intersections

The City of Daly City, City of Brisbane and the San Mateo County CMP evaluate level of service at signalized intersections based on the HCM level of service methodology using Synchro software. The HCM method evaluates signalized intersection operations based on average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the type of traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 1.

The City of Daly City and City of Brisbane have a level of service standard of LOS D or better for signalized intersections. The San Mateo CMP has a level of service standard of LOS E or better for the signalized CMP intersection evaluated in this study.

City of Daly City and San Mateo County

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant impacts are based on CEQA Guidelines and the LOS standards of Daly City, the City of Brisbane, and the San Mateo County CMP.

For signalized San Mateo County CMP intersections and intersections in Daly City, the project would result in a significant impact if, for any peak hour under evaluation:

- the addition of project traffic would increase peak hour traffic volumes such that signalized intersection level of service would degrade to a level of service below the adopted standard.
- the project would add traffic to a signalized intersection that operates below the adopted level of service standard.

The San Mateo County CMP has additional, separate criteria for what constitutes an impact under cumulative conditions. For a CMP intersection currently in compliance with the adopted LOS standard, a project will be considered to have a CMP impact if the cumulative analysis indicates that:

- the combination of the proposed project and future cumulative traffic demand would cause operations of the CMP intersection to degrade to a level of service below the adopted CMP standard for the intersection, AND the proposed project would increase average control delay at the intersection by four (4) seconds or more relative to cumulative conditions without the project.

City of Brisbane

For signalized intersections in the City of Brisbane, the project would result in a significant impact if, for any peak hour under evaluation:

- the addition of project traffic would increase peak hour traffic volumes such that signalized intersection level of service would degrade to a level of service below the adopted standard (LOS D), or
- at a signalized intersection that operates below the adopted level of service standard without the project, the project would increase traffic at the critical movements by 5 percent or more

A significant impact at a signalized intersection is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to an acceptable level of service or restore the intersection to operating levels that are equal to or better than no project conditions.

City of San Francisco and San Francisco CMP

The City and County (CMP) of San Francisco no longer define project traffic impacts on the basis of level of service, having adopted vehicle-miles-travelled (VMT) as the metric for evaluating project impacts. In addition, the one study intersection within the jurisdiction of San Francisco- U.S. southbound ramps and Bayshore Boulevard- is located within a district that has been defined as exempt from impact analysis. There are therefore no applicable criteria for determining significant impacts at this intersection. The intersection at U.S. southbound ramps and Bayshore Boulevard was analyzed for informational purposes only.

Table 1
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *Highway Capacity Manual*.

Unsignalized Intersections

Level of service at unsignalized intersections is also based on the Highway Capacity Manual (HCM) method. Synchro software was used to apply the HCM operations method for evaluation of conditions at unsignalized intersections. This method is applicable for one-way, two-way, and all-way stop-controlled intersections. For side-street stop-controlled intersections, the LOS is reported for the overall intersection average delay and the average delay at the worst approach. The correlation between average delay and level of service for unsignalized, stop-controlled intersections is shown in Table 2.

Unlike signalized intersections, which typically represent constraint points for the roadway network, unsignalized intersections rarely limit the potential capacity of a roadway. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, traffic signal warrants, movement traffic volumes, availability of alternate routes, and intersection safety. For this reason, improvements to unsignalized intersections are frequently determined on the basis of professional engineering judgment.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *Highway Capacity Manual* (HCM).

The City of Daly City and the San Mateo County CMP do not apply significance thresholds to unsignalized intersections. The City of Brisbane does, however, have LOS standards and significance criteria for impacts at unsignalized intersections. As with signalized intersections, the level of service standard for unsignalized intersections in Brisbane is LOS D.

For unsignalized intersections in the City of Brisbane, the project would result in a significant impact if, for any peak hour under evaluation:

- the addition of project traffic would increase peak hour traffic volumes such that unsignalized intersection level of service would degrade to a level of service below the adopted standard, or
- at an unsignalized intersection that operates below the adopted level of service standard without the project, the project would increase traffic by 5 percent or more (a) for the critical movements of an all-way-stop-controlled intersection, or (b) on the worst approach of a side-street-stop-controlled intersection.

Signal Warrant Methodology

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersections. For this study, the need for signalization is assessed, in part, on the basis of the operating conditions at the intersections (i.e., level of service) and on the peak hour volume signal warrant – warrant #3 – described in the *California Manual on Uniform Traffic Control Devices* (MUTCD). This method provides an indication of whether traffic conditions and peak hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

Freeway Segment Capacity Analysis

A freeway segment analysis was performed using City/County Association of Governments (C/CAG) Congestion Management Program (CMP) guidelines. According to the 2017 San Mateo County Congestion Management Program guidelines, a freeway segment shall be included in a traffic impact analysis if it is expected to be impacted by the proposed project.

The selected LOS method for freeway segments is based on calculating V/C ratios for each direction of travel, wherein the traffic volume for each segment is divided by the capacity of the segment. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per hour per lane for four-lane freeway segments and 2,300 vehicles per hour per lane for segments with six or more lanes. The level of service standard for the freeway segments studied is LOS E.

Freeway impacts are generally considered to occur when a project causes a traffic increase equal to or greater than one-percent of capacity. A screen-line analysis of project traffic on U.S. 101 to and from the project site showed the project would add considerably less than one percent of the segment capacity on any study segment. Table 3 shows the project's expected contribution to traffic on the freeways in the vicinity of the project site. In accordance with County CMP guidelines, since no freeway segment is expected to be impacted by the proposed project, no further analysis of freeways is required.

Vehicle Queuing

A vehicle queuing analysis was performed for intersection turning movements where the project would add a considerable number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

$P(x=n)$ = probability of “n” vehicles in queue

n = number of vehicles in the queue

λ = Average number of vehicles in the queue per lane (vehicles per hour / signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th-percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement.

Table 3
Freeway Analysis

Freeway	Segment	# of Lanes ¹	Capacity (vphpl) ²	1% of Capacity	Project Peak Hour Trips	
					AM	PM
<u>Southbound Direction</u>						
US 101	north of Bayshore Blvd	5	11500	115	10	31
US 101	Bayshore Bl to Beatty Ave ³	4	9200	92	8	23
US 101	Beatty Ave to Lagoon Rd ³	4	9200	92	8	5
US 101	South of Lagoon Rd	4	9200	92	15	9
<u>Northbound Direction</u>						
US 101	South of Lagoon Rd	4	9200	92	5	15
US 101	Lagoon Rd to Beatty Ave ³	4	9200	92	3	8
US 101	Beatty Ave to Bayshore Bl ³	4	9200	92	23	14
US 101	north of Bayshore Blvd	5	11500	115	31	18
¹ includes mixed-flow lanes only; based on the narrowest part of the segment.						
² capacity is based on the ideal capacity cited in San Mateo County CMP Guidelines: 2,200 vehicles per lane for 4-lane freeways, and 2,300 vehicles per lane for freeway segments with six or more lanes.						
³ segments are applicable only under future conditions, because project traffic would use those segments only after the Geneva Avenue extension connects to the Beatty Ave (Candlestick) interchange.						

Transportation Demand Management (TDM) Measures

In its role as the Congestion Management Agency (CMA) for San Mateo County, the City/County Association of Governments (C/CAG) is responsible for maintaining the performance and standards of the Congestion Management Program (CMP) roadway network. The CMP requires new developments that are projected to generate 100 or more peak-hour trips to implement TDM measures that would reduce the demand for new peak-hour trips. The project is expected to generate more than 100 peak-hour trips and therefore would be subject to the C/CAG TDM guidelines.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes the existing roadway network, transit service, existing bicycle and pedestrian facilities, and existing traffic conditions. Chapter 3 explains the method used to estimate project traffic. Chapter 4 describes the potential project impacts on the transportation system under Existing plus Project traffic conditions. Chapter 5 presents Cumulative traffic conditions without and with project traffic. Chapter 6 describes the evaluation of other transportation related issues, including site access and circulation, TDM measures, and VMT assessment.



2. Existing Conditions

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

Existing Roadway Network

The existing roadways in the project 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 eight- 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 one 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 residential properties.

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 an east-west, two-lane 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.

Existing Bicycle and Pedestrian Facilities

Geneva Avenue and Bayshore Boulevard have existing Class II bicycle lanes 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. On the local streets surrounding the project site, the volume and speed of vehicular traffic is generally low enough such that shared use between bikes and motor vehicles is feasible.

In addition to the existing bicycle facilities described above, 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. The planned bicycle facilities within the study area are shown on Figure 3.

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 all previously described streets: Geneva Avenue, Schwerin Street, Partridge Street, Martin Street, and Linda Vista Drive. 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.

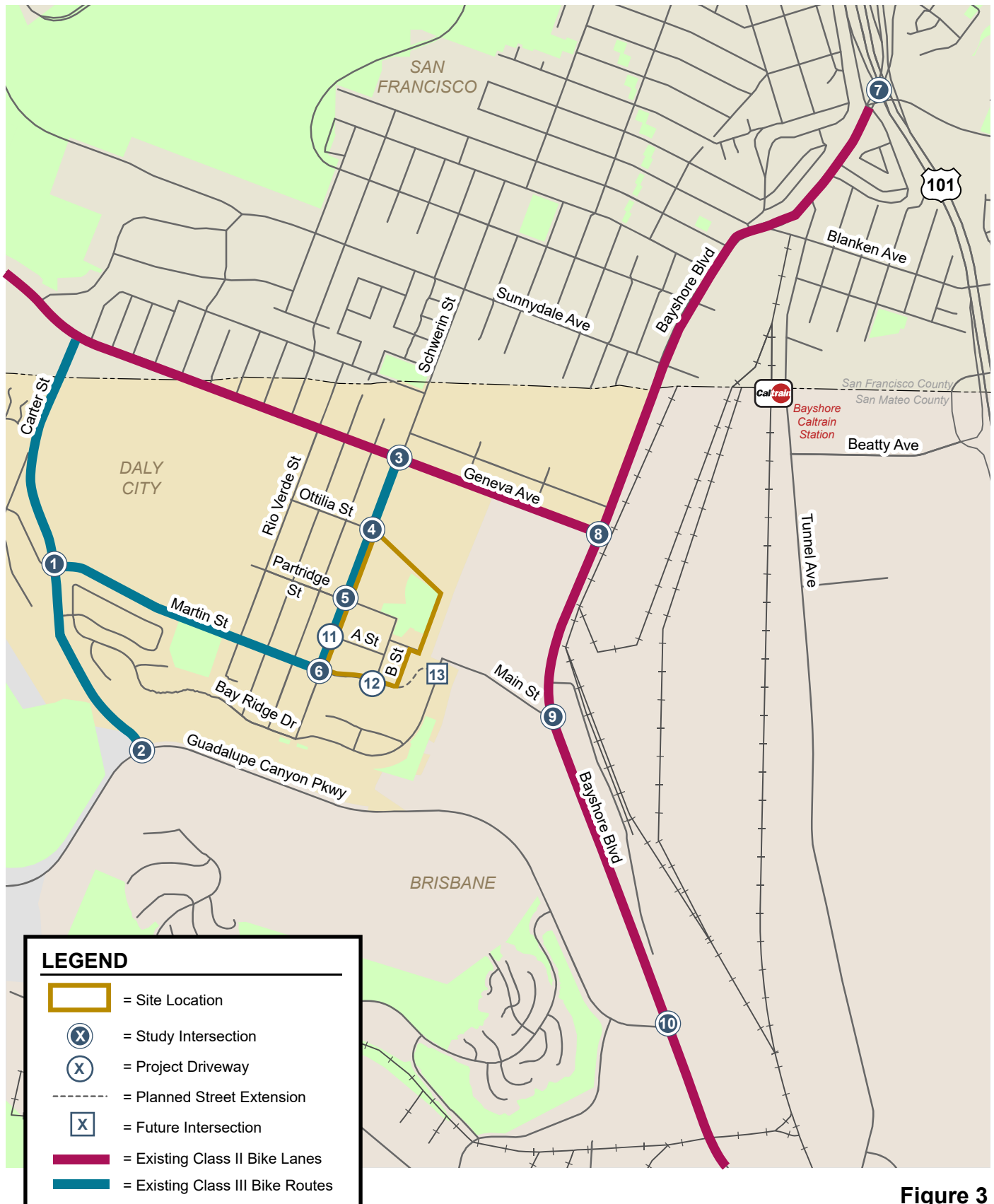


Figure 3
Existing and Proposed Bicycle Facilities

Existing Transit Service

Existing transit service to the study area is provided by the San Francisco Municipal Transportation Agency (MUNI), San Mateo County Transit District (SamTrans), Caltrain and BART. Figure 4 shows the existing transit service routes in the study area.

MUNI

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

SamTrans

SamTrans provides bus service near the project site on Geneva Avenue via Routes 24 and 29. Route 24 operates only on school days between Brisbane and Westmoor High School in Daly City with one daily westbound AM departure and one daily eastbound PM departure. Route 29 also operates only on school days between Lipman Middle School in Brisbane and central Daly City. Route 29 has one daily eastbound AM departure and one daily westbound PM departure. For both routes, the closest bus stop from the project site is located on Geneva Avenue at the intersection with Schwerin Street, approximately 0.25 miles from the site.

Route 292 provides service between downtown San Francisco and Hillsdale Shopping Center in San Mateo, with service to San Francisco International Airport. From the Hillsdale Mall Shopping Center terminus, connections are provided to AC Transit. The route serves Daly City, with the stop at Bayshore Boulevard and Geneva Avenue, located approximately 0.65 miles away, being nearest to the project site.

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. From the San Francisco terminus, connections are provided to AC Transit and Golden Gate Transit. From the Palo Alto transit center, connections are provided to VTA. The route serves Daly City, with the stop at Bayshore Boulevard and Geneva Avenue, located approximately 0.65 miles away, being nearest to the project site.

The Daly City Bayshore (DSB) 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 which 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.

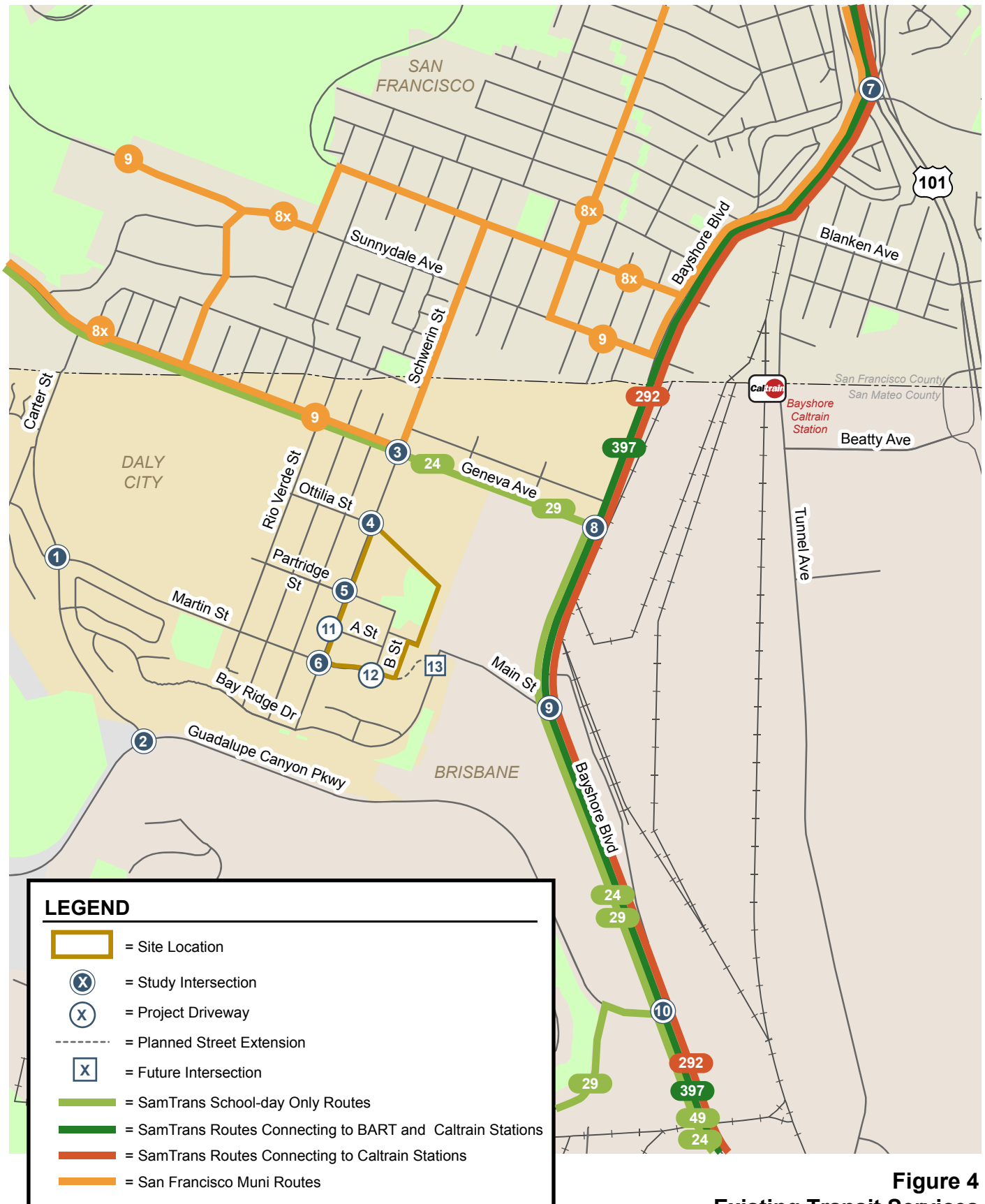


Figure 4
Existing Transit Services

Caltrain

Caltrain provides commuter rail service between Gilroy and San Francisco and most peninsula cities in between. Caltrain provides key transfer points to other transit lines in San Francisco at 4th & King, in Millbrae (to SFO via BART), Palo Alto Transit Center, Mountain View (to VTA Light Rail), and San Jose stations. 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. From the Balboa BART station, riders can access Fremont, Pleasanton/Dublin, Richmond and Pittsburg as well as numerous points in between. Trains run on approximately 15 minute headways during commute hours. There are also a number of bus routes and shuttles operated by SamTrans and SFMTA that stop at the Daly City BART station.

Existing Intersection Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations. The existing intersection lane configurations are shown on Figure 5. The existing peak hour traffic volumes at the study intersections were obtained from turning movement counts conducted in February 2019. The peak hour traffic volumes are shown on Figure 6. The intersection traffic count data are included in Appendix A.

Existing Signalized Intersection Levels of Service

The results of the signalized intersection level of service analysis under existing conditions are summarized in Table 4. The results indicate that, measured against the City of Daly City, City of Brisbane and San Mateo County CMP level of service standards, all of the signalized study intersections currently operate at an acceptable level of service during the AM and PM peak hours.

Existing Unsignalized Intersection Levels of Service

The results of the unsignalized intersection level of service analysis under existing conditions are summarized in Table 4. The results indicate that all of the unsignalized study intersections currently operate at LOS B or better during the AM and PM peak hours. The level of service calculation sheets are included in Appendix B.

Table 4
Existing Intersection Levels of Service

Study No.	Intersection	Traffic Control ¹	Peak Hour	LOS Std ²	Avg. Delay ³	LOS ⁴
<u>City of Daly City Intersections</u>						
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 ⁵	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) ⁶	SSSC	AM PM	D D	---- ----	---- ----
<u>City of San Francisco Intersections</u>						
7	U.S. 101 southbound off-ramp and Bayshore Blvd	signal	AM PM	n/a ⁷ n/a ⁷	22.7 20.3	C C
<u>City of Brisbane Intersections</u>						
9	Bayshore Boulevard and Main Street	SSSC	AM PM	D D	0.6 / 13.3 0.6 / 10.3	A / B A / B
10	Bayshore Boulevard and Guadalupe Canyon Parkway	signal	AM PM	D D	25.3 15.1	C B

¹ AWSC - All Way Stop Control. SSSC = Side Street Stop Control.

² 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.

³ Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service 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.

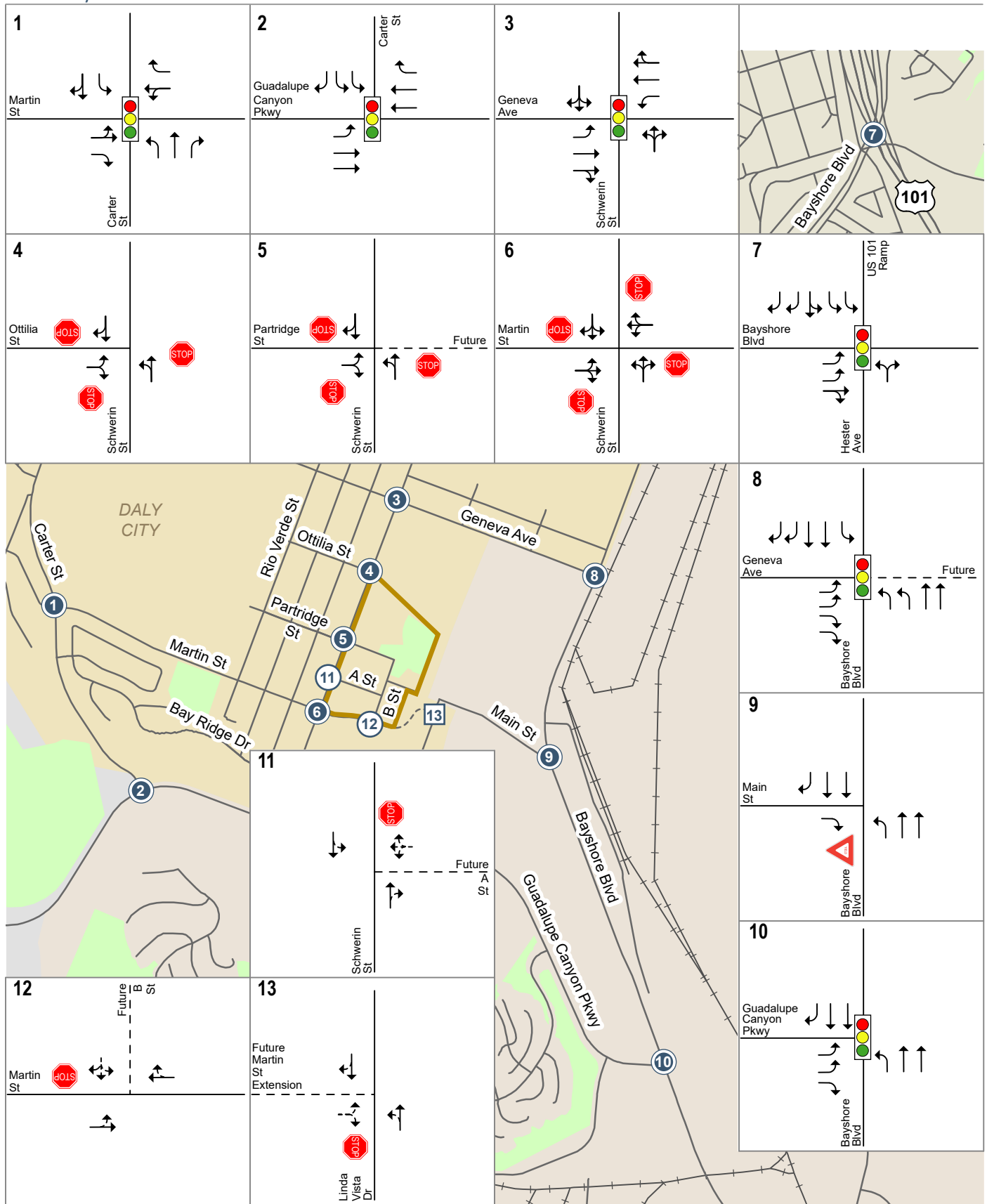
⁴ Level of service was calculated based on the HCM methodology using Synchro software.

⁵ The Bayshore Blvd & Geneva Avenue intersection operates under jurisdictions of Daly City, Brisbane and County (CMP). The CMP LOS standard at the intersection is LOS E.

⁶ The planned intersection is assumed as SSSC, per the assumption in the Martin Street Residential TIA.

⁷ The intersection of US 101 SB ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an IOZ (Infill Opportunity Zone).

45 Midway Drive Residential



LEGEND


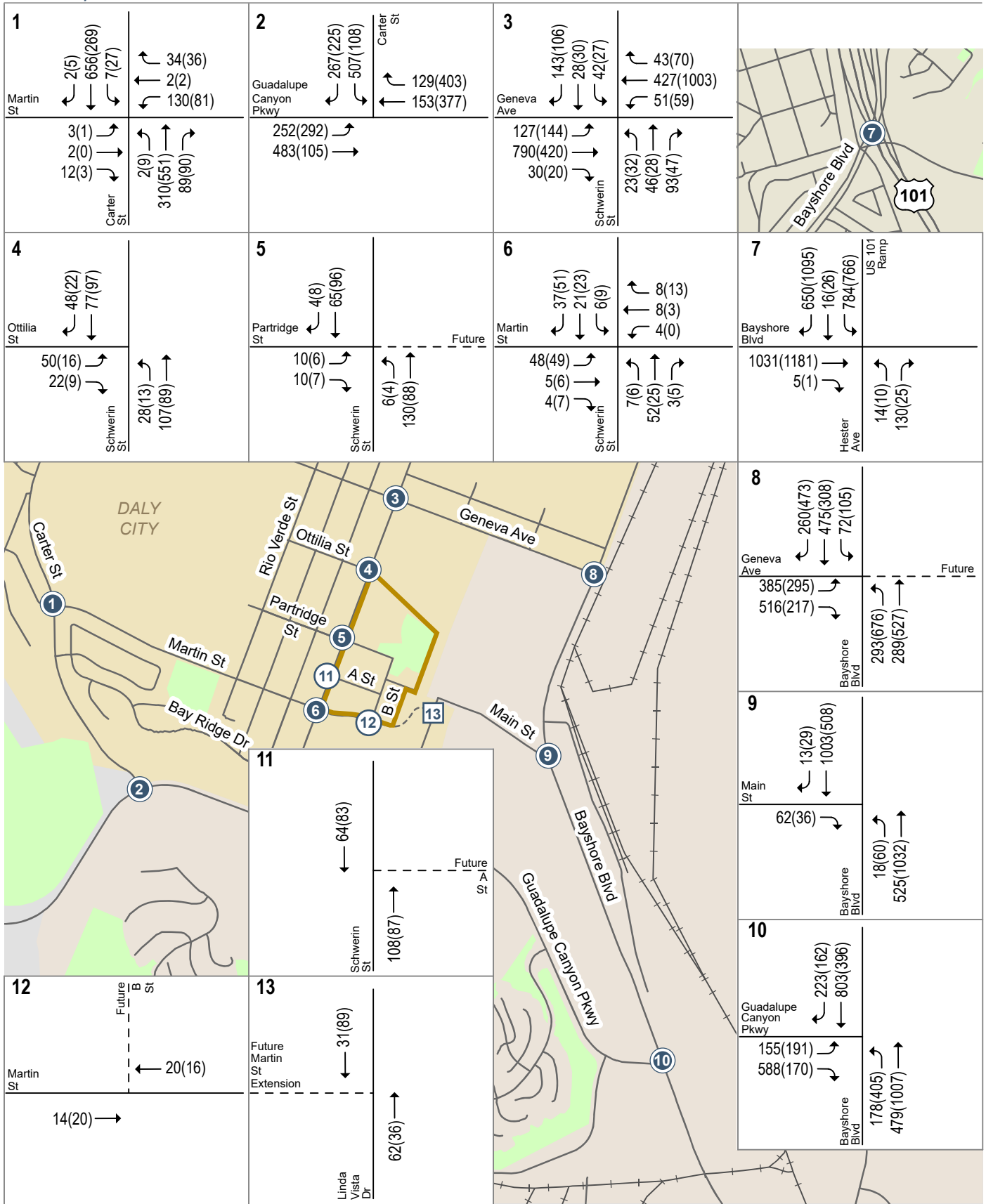
 = Site Location

Figure 5
Existing Lane Configurations

45 Midway Drive Residential



LEGEND

= Site Location
 XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6

Existing Traffic Volumes

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

With one exception, the level of service analysis appears to accurately reflect actual existing traffic conditions. Observations at the intersection of the U.S. 101 southbound off-ramp and Bayshore Boulevard revealed heavy traffic congestion during both the AM and PM peak hours. However, these conditions are not directly related to operations at the intersection itself. The source of congestion is a vehicle queue that extends from the northbound U.S. 101 freeway mainline all the way back to the intersection, which thereby obstructs traffic flow at the intersection.

At Bayshore Boulevard and Main Street, the sight distance for the eastbound right-turn from Main Street onto southbound Bayshore Boulevard is limited due to vegetation. This vegetation needs to be trimmed back and maintained to ensure adequate sight distance.

3.

Project Characteristics

This chapter describes the method by which project traffic is estimated. The proposed project would replace 150 existing affordable housing units and a childcare center on site with 566 new affordable housing units, a park, and expanded childcare center. Project access would be provided via four driveways on Schwerin Street and one driveway on Martin Street. The streets within the project site will be privately maintained.

Project Traffic Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a two-step process: (1) trip generation, and (2) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the weekday AM and PM peak hours. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area. These procedures are described further in the following sections.

Through empirical research, data have been collected that correlate common land uses to their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation*, 10th Edition.

The representative land use for the project was assumed to be low-rise multi-family housing (ITE code 220) and day-care center (ITE code 565). The proposed park use was assumed to be local-serving and generate little traffic external to the surrounding neighborhood (also note that the existing development on-site includes a park). Trip generation estimates were based on the net increase in development, which is an increase of 416 dwelling units and 15 daycare center students. Accordingly, ITE's trip generation rates for the 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. The trip generation estimates are shown in Table 5.

Table 5
Project Trip Generation Estimates

Land Use	Size ¹	Daily Rate	Daily Trips	AM Peak Hour				PM Peak Hour			
				Rate	Total Trips	In	Out	Rate	Total Trips	In	Out
Residential ²	416 units	7.32	3,045	0.46	191	44	147	0.56	233	147	86
Child Care Center ³	15 students	4.09	61	0.78	12	6	6	0.79	12	6	6
Total Trips			3,106		203	50	153		245	153	92
¹ Size based on increase in development levels. Residential units: 566 units planned, 150 units existing. Child care center: 124 enrollment planned, 109 enrollment existing. ² Rate per dwelling unit, based on ITE <i>Trip Generation, 10th Edition</i> , 2017 for Multi-family housing - low-rise (ITE land-use code 220). ³ Rate per enrolled child, based on ITE <i>Trip Generation, 10th Edition</i> , 2017 for Day Care Center (ITE land-use code 565).											

The project trip assignment was carried out directly within the Daly City travel demand model for each project condition study scenario (existing+project, cumulative+project, AM and PM peak hours). However, the general directions of approach and departure of project traffic are shown on Figure 7.



Figure 7
Project Trip Distribution

4. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions. Existing plus project traffic conditions represent the traffic conditions that would occur if the project were constructed and occupied today. This scenario is used to determine project-specific impacts.

Existing Plus Project Traffic Volumes & Transportation Network

It is assumed in this analysis that the roadway network and the study intersection lane configurations under existing plus 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. Existing plus Project traffic volumes were provided by Daly City staff, via Kittelson Associates, using the Daly City Travel Demand Forecast (TDF) model. The existing plus project traffic volumes at the study intersections are shown graphically on Figure 8.

Existing Plus Project Signalized Intersection Levels of Service

The signalized intersection level of service results under existing plus project conditions are summarized in Table 6. The results show that, measured against the City of Daly City, City of Brisbane and San Mateo County CMP level of service standards, all of the signalized study intersections would operate at an acceptable level of service under existing plus project conditions during the AM and PM peak hours. Therefore, the proposed project would not create a significant impact at these locations.

Existing Plus Project Unsignalized Intersection Levels of Service

The unsignalized intersection level of service results under existing plus project conditions are summarized in Table 6. The results show that all of the unsignalized study intersections would operate at overall LOS A under existing plus 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.

Table 6
Existing Plus Project Intersection Levels of Service

Study No.	Intersection	Traffic Control ¹	Peak Hour	LOS Std ²	Existing		Existing + Project		
					Avg. Delay ³	LOS ⁴	Avg. Delay ³	LOS ⁴	Incr. In Avg. Delay
<u>City of Daly City Intersections</u>									
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 Pkwy	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 Otilia Street	AWSC	AM	D	8.1	A	9.0	A	0.9
			PM	D	7.6	A	8.2	A	0.6
5	Schwerin St and Partridge St/Project Drive	AWSC	AM	D	7.6	A	8.3	A	0.7
			PM	D	7.6	A	9.3	A	1.7
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 ⁵	signal	AM	D	13.1	B	13.8	B	0.7
			PM	D	15.5	B	15.9	B	0.4
11	Schwerin St and Project Drive (New Street A)	SSSC	AM	D	----	----	0.5 / 9.6	A / A	----
			PM	D	----	----	0.5 / 9.7	A / A	----
12	Project Drive (New Street B) and Martin St	SSSC	AM	D	----	----	4.4 / 8.9	A / A	----
			PM	D	----	----	1.9 / 8.9	A / A	----
13	Linda Vista Dr and Martin Street (planned) ⁶	SSSC	AM	D	----	----	2.4 / 9.3	A / A	----
			PM	D	----	----	1.0 / 9.6	A / A	----
<u>City of San Francisco Intersections</u>									
7	U.S. 101 SB off-ramp and Bayshore Blvd	signal	AM	n/a ⁷	22.7	C	23.5	C	0.8
			PM	n/a ⁷	20.3	C	20.5	C	0.2
<u>City of Brisbane Intersections</u>									
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 / 10.3	A / B	0.8 / 10.4	A / B	0.2 / 0.1
10	Bayshore Bl and Guadalupe Canyon Pkwy	signal	AM	D	25.3	C	25.7	C	0.4
			PM	D	15.1	B	15.1	B	0.0

¹ AWSC - All Way Stop Control. SSSC = Side Street Stop Control.

² 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.

³ Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service 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.

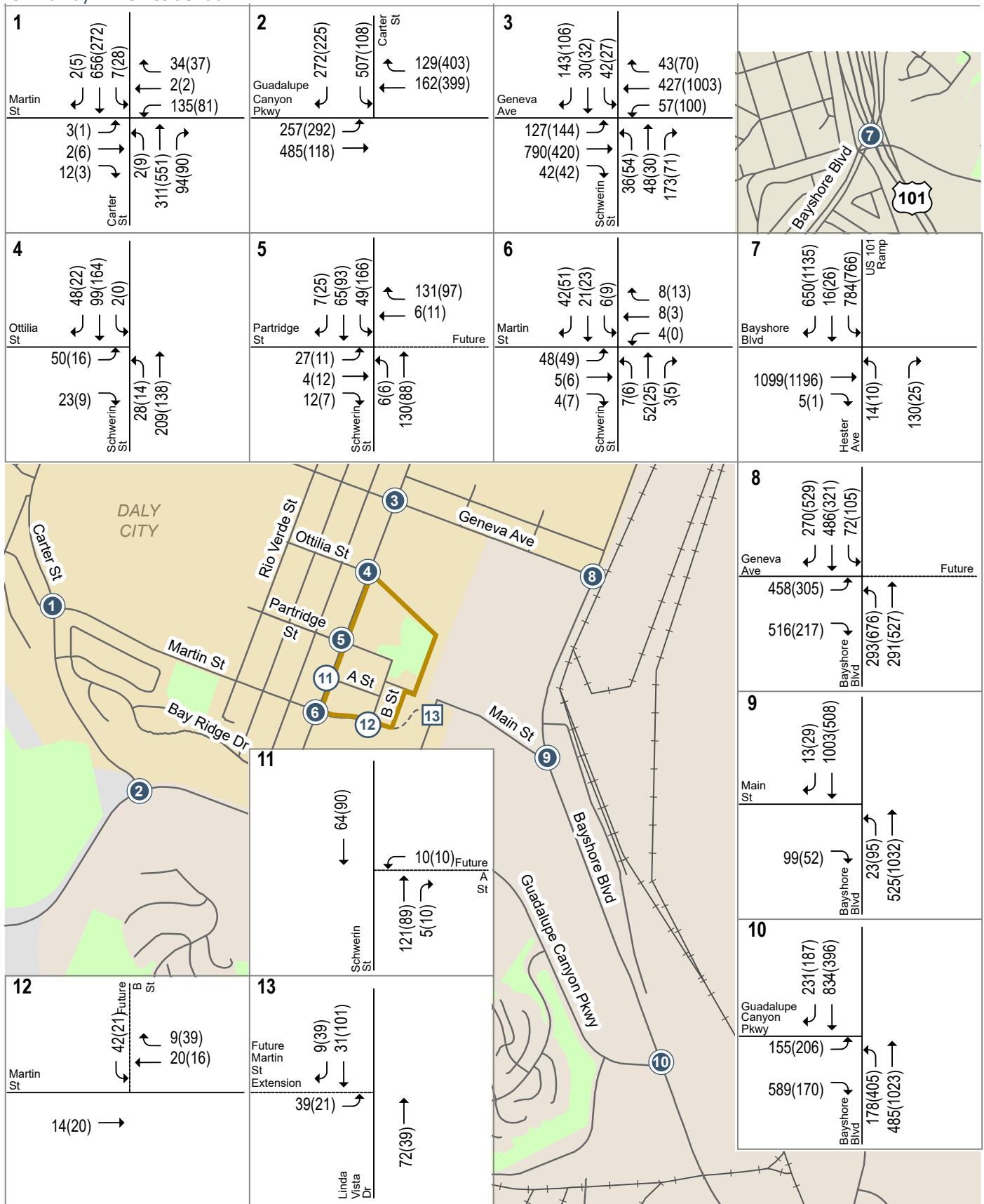
⁴ Level of service was calculated based on the HCM methodology using Synchro software.

⁵ The Bayshore Blvd & Geneva Avenue intersection operates under jurisdictions of Daly City, Brisbane and County (CMP). The CMP LOS standard at the intersection is LOS E.

⁶ The planned intersection is assumed to be SSSC, per the assumption in the Martin Street Residential TIA.

⁷ The intersection of US 101 SB ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an IOZ (Infill Opportunity Zone).

45 Midway Drive Residential



LEGEND

 = Site Location XX(X) = AM(PM) Peak-Hour Traffic Volumes

Figure 8
Existing with Project Traffic Volumes

The City of Daly City and San Mateo County CMP do not have a level of service threshold of significance for unsignalized intersections. An evaluation of traffic signal warrants can further guide the decision whether to install a traffic signal. Refer to Chapter 6, Other Transportation Issues, for the analysis of traffic signal warrants.

The City of Brisbane does have a level of service 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 with the project.

5. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions. For this analysis, cumulative conditions represent traffic conditions assuming the buildout of the Daly City General Plan to year 2035. Cumulative no project and with project traffic volumes were provided by Daly City staff, via Kittelson Associates, using the Daly City Travel Demand Forecast (TDF) model. The Daly City TDF model includes various local and regional improvements outside of the project area. Included in this chapter is a summary of results from the cumulative conditions analysis and identification of any intersection impacts caused by the project.

Cumulative Transportation Network

While there are various regional transportation improvements planned by the year 2035, it is assumed in this analysis that the transportation network in the project vicinity under cumulative conditions would be the same as that described under existing conditions, with the following exceptions:

Daly City General Plan Improvements

- Geneva Avenue extension from Bayshore Boulevard to U.S. 101 at Beatty interchange
- Martin Avenue extension from existing terminus to Linda Vista Drive
- Pedestrian access improvements at various crossings along Geneva Avenue

Brisbane General Plan Improvements

- Geneva Avenue/Harney Way extension from Bayshore Blvd to U.S. 101 (same as Daly City)
- New U.S. 101 interchange at Geneva Avenue/Harney Way

San Mateo County CMP (C/CAG) Planned Improvements

- U.S. 101 auxiliary lanes: add northbound and southbound modified auxiliary lanes and/or HOT lanes on U.S. 101 from Oyster Point Boulevard to the San Francisco County line

- New U.S. 101 interchange at Geneva Avenue/Harney Way (same as Brisbane)

Cumulative Traffic Volumes

Cumulative No Project traffic volumes were obtained from the Daly City TDF model based on General Plan land uses. Cumulative plus Project traffic volumes were estimated using the City's model based on incorporating into the General Plan land uses the project's proposed land use changes (increase in number of affordable units and increase in childcare center enrollment) on the site. The cumulative traffic volumes without and with the proposed project are shown on Figures 9 and 10.

Cumulative Signalized Intersection Levels of Service

The signalized intersection level of service results under Cumulative with Project conditions are summarized in Table 7. The level of service calculation sheets are included in Appendix B. The results show that all but one of the signalized study intersections would operate at an acceptable level of service under Cumulative with Project conditions during the peak hours. The intersection of Bayshore Boulevard and Geneva Avenue would operate at an unacceptable LOS F in the PM peak hour under Cumulative with Project conditions. The project would add traffic to a LOS F intersection, thereby constituting a significant impact at this intersection.

Significant Impact: Under cumulative conditions, the intersection of Bayshore Boulevard and Geneva Avenue would operate at LOS F during the PM peak hour without the proposed project. The project would add traffic to the intersection. According to the City of Daly City and San Mateo County CMP significance criteria, this would constitute a significant adverse cumulative impact at this intersection.

Mitigation: To mitigate this impact would require an overlap traffic signal phase be added at the future northbound Bayshore Boulevard to eastbound Geneva Avenue right turn movement in conjunction with the Geneva Avenue extension to U.S. 101. Construction of this overlap phase would allow northbound right turns on Bayshore Boulevard to go concurrently with westbound left turns on Geneva Avenue. This would improve the overall intersection average delay to 58.4 seconds. Under cumulative no project conditions, the intersection delay is shown to be 80.9 seconds. Thus, this improvement would return the average delay to better than no project conditions. Because this impact does not occur under existing plus project conditions and is the result of cumulative traffic increases, the proposed project would be responsible for a fair share monetary contribution toward the improvement. Under existing conditions, there are approximately 2,601 PM peak hour trips at the intersection. Cumulative projects (not including project traffic) would add approximately 2,995 PM peak hour trips to the intersection between 2019 and 2035. The proposed project is projected to add approximately 95 PM peak hour trips to the intersection.

Cumulative Unsignalized Intersection Levels of Service

The unsignalized intersection level of service results under cumulative plus project conditions are summarized in Table 7. The level of service calculation sheets are shown in Appendix B. The results show that all of the unsignalized study intersections would operate at overall LOS A under cumulative plus project conditions during the AM and PM peak hours. All of the side-street-stop-controlled intersections would operate at LOS C or better on the worst approach in all cases.

The City of Daly City and San Mateo County CMP do not have a level of service threshold of significance for unsignalized intersections. An evaluation of traffic signal warrants can further guide the decision whether to install a traffic signal. Refer to Chapter 6, Other Transportation Issues, for the analysis of traffic signal warrants.

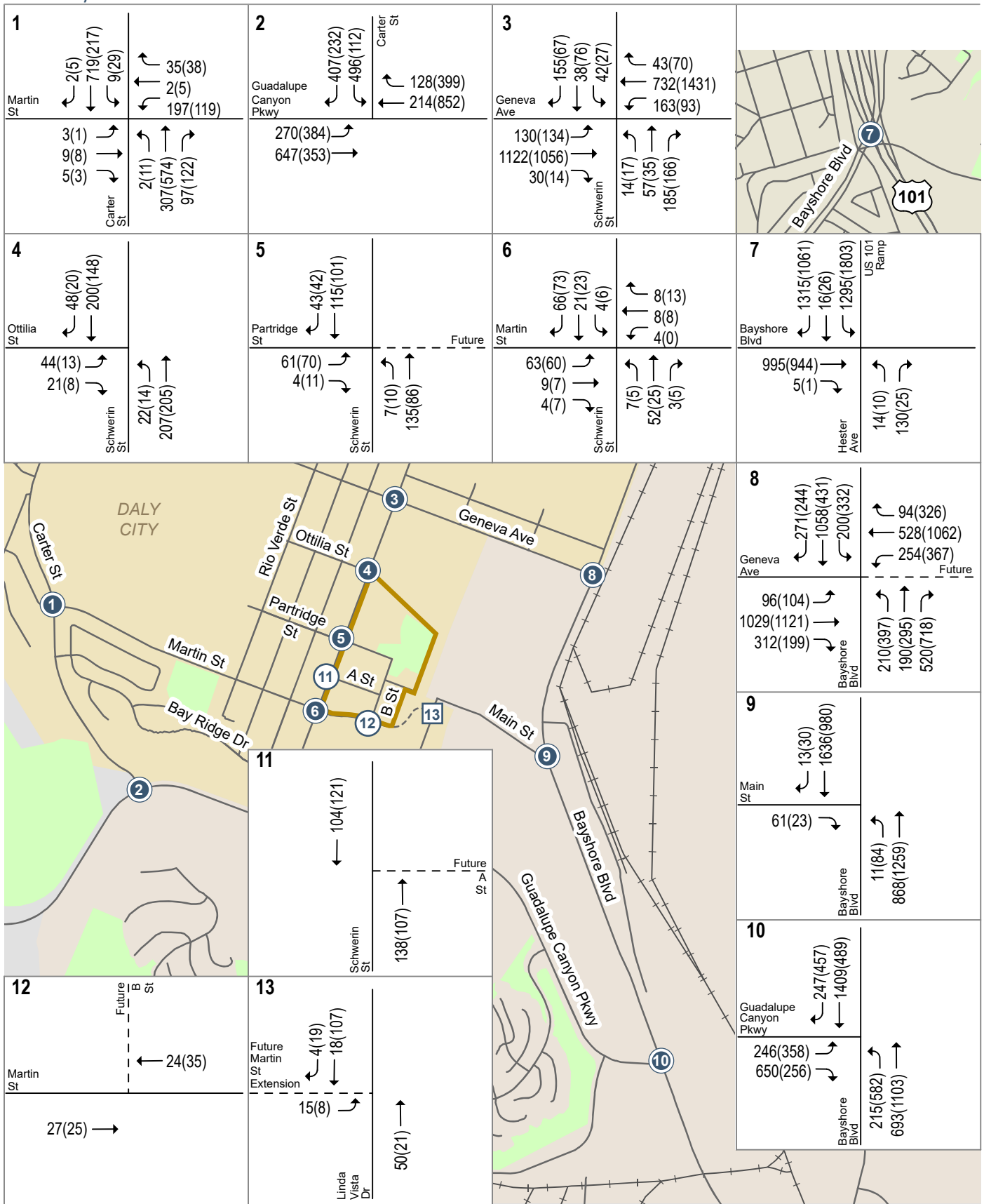
The City of Brisbane does have a level of service threshold of significance for unsignalized intersections. However, the only unsignalized study intersection located in Brisbane is the side-street-yield-controlled intersection at Bayshore Boulevard and Main Street, which would operate at LOS C (on the minor street approach) or better under cumulative conditions both without and with the project.



Table 7
Cumulative Intersection Levels of Service

Study No. Intersection	Traffic Control ¹	Peak Hour	LOS Std ²	Cumulative				
				No Project		With Project		
				Avg. Delay ³	LOS ⁴	Avg. Delay ³	LOS ⁴	Incr. In Avg. Delay
<u>City of Daly City Intersections</u>								
1 Carter Street and Martin Street	signal	AM PM	D D	9.7 6.1	A A	9.7 6.2	A A	0.0 0.1
2 Carter Street and Guadalupe Canyon Pkwy	signal	AM PM	D D	17.1 29.0	B C	17.6 29.8	B C	0.5 0.8
3 Schwerin Street and Geneva Avenue	signal	AM PM	D D	12.1 12.3	B B	14.7 14.7	B B	2.6 2.4
4 Schwerin Street and Ottilia Street	AWSC	AM PM	D D	9.5 8.6	A A	10.0 9.4	A A	0.5 0.8
5 Schwerin St and Partridge St/Project Drive	AWSC	AM PM	D D	8.1 8.0	A A	8.9 9.8	A A	0.8 1.8
6 Schwerin Street and Martin Street	AWSC	AM PM	D D	7.5 7.4	A A	7.5 7.5	A A	0.0 0.1
8 Bayshore Boulevard and Geneva Avenue ⁵	signal	AM PM	D D	52.3 80.9	D F	54.5 82.5	D F	2.2 1.6
11 Schwerin St and Project Drive (New Street A)	SSSC	AM PM	D D	---- ----	---- ----	0.4 / 10.0 0.5 / 10.0	A / B A / B	---- ----
12 Project Drive (New Street B) and Martin St	SSSC	AM PM	D D	---- ----	---- ----	3.7 / 9.0 1.6 / 9.0	A / A A / A	---- ----
13 Linda Vista Dr and Martin Street (planned) ⁶	SSSC	AM PM	D D	---- ----	---- ----	3.0 / 9.2 1.1 / 9.5	A / A A / A	1.5 / 0.3 0.6 / 0.2
<u>City of San Francisco Intersections</u>								
7 U.S. 101 SB off-ramp and Bayshore Blvd	signal	AM PM	n/a ⁷ n/a ⁷	26.7 19.9	C B	26.7 19.9	C B	0.0 0.0
<u>City of Brisbane Intersections</u>								
9 Bayshore Boulevard and Main Street	SSSC	AM PM	D D	0.5 / 20.0 0.5 / 12.4	A / C A / B	0.8 / 22.1 0.6 / 12.4	A / C A / B	0.3 / 2.1 0.1 / 0.0
10 Bayshore Blvd and Guadalupe Canyon Pkwy	signal	AM PM	D D	41.6 23.4	D C	45.6 23.4	D C	4.0 0.0
¹ AWSC - All Way Stop Control. SSSC = Side Street Stop Control. ² 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. ³ Signalized intersection levels of service and delays reported are for average control delay per vehicle. The intersection levels of service 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. ⁴ Level of service was calculated based on the HCM methodology using Synchro software. ⁵ The Bayshore Blvd & Geneva Avenue intersection operates under jurisdictions of Daly City, Brisbane and County (CMP). The CMP LOS standard at the intersection is LOS E. ⁶ The planned intersection is assumed to be SSSC, per the assumption in the Martin Street Residential TIA. ⁷ The intersection of US 101 SB ramps and Bayshore Boulevard is exempt from the City and County CMP LOS standard because of its location within an IOZ (Infill Opportunity Zone).								

45 Midway Drive Residential



LEGEND

= Site Location XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 9
Cumulative No Project Traffic Volumes

45 Midway Drive Residential

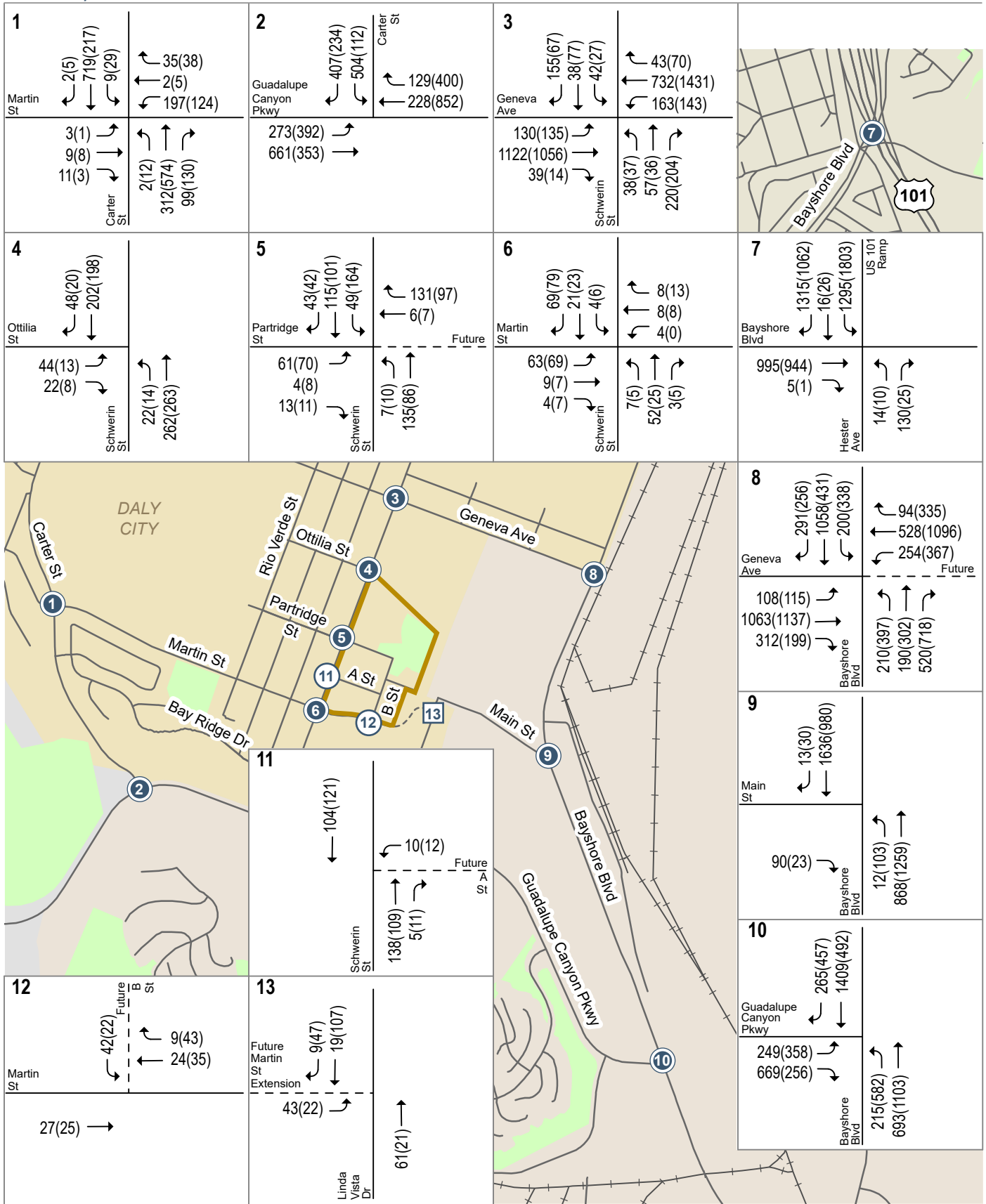


Figure 10

Cumulative with Project Traffic Volumes

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Traffic Signal Warrants
- Vehicle Queuing Analysis
- Pedestrian, Bicycle and Transit Analysis
- Site Access and On-Site Circulation
- TDM Plan
- Vehicle Miles Travelled (VMT)

Unlike the signalized level of service impact methodology, which is adopted by the City Council, the analyses of non-LOS issues are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Traffic Signal Warrants

The level of service analysis for the unsignalized intersections was supplemented with an assessment of the need for signalization of the intersections. For this study, the need for signalization is assessed on the basis of the peak-hour volume signal warrant – warrant #3 – described in the *California Manual on Uniform Traffic Control Devices* (MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. The results indicate that none of the study intersections currently meet or would meet the peak-hour volume signal warrant under any scenarios in the AM and PM peak hours. The signal warrant calculation sheets are shown in Appendix C.

Vehicle Queuing Analysis

There are no established thresholds under CEQA or policy adopted by Daly City for determining significance impacts for vehicle queuing. A vehicle queuing analysis can be useful in determining the adequacy of existing vehicle storage capacity at intersections in the vicinity of the site. Accordingly, a vehicle queuing analysis was conducted for the high demand turn movements where the project would add traffic.

Vehicle queues were estimated using a Poisson probability distribution. The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum

number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

Vehicle queuing was evaluated for the westbound left turn movement at the intersection of Schwerin Street and Geneva Avenue. The vehicle queuing estimates are shown in Table 8. The results show that, under existing and existing plus 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.

Due to the low ambient traffic volumes on Schwerin Street and Martin Street, a qualitative evaluation concluded that the estimated maximum inbound and outbound vehicle queues at the site driveways would rarely exceed one or two vehicles.

Table 8
Off-Site Vehicle Queuing Analysis

Measurement	#3 Schwerin St & Geneva Ave	
	Westbound Left-Turn	
	AM	PM
<u>Existing</u>		
Cycle ¹ (seconds)	95	95
Volume (vph)	51	59
Average Queue (vehicles)	1.3	1.6
Average Queue (feet) ²	34	39
95th %ile Queue (vehicles)	3	4
95th %ile Queue (feet) ²	75	100
Storage	160	160
Adequate (Y/N)	Y	Y
<u>Existing + Project</u>		
Cycle ¹ (seconds)	95	95
Volume (vph)	57	100
Average Queue (vehicles)	1.5	2.6
Average Queue (feet) ²	38	66
95th %ile Queue (vehicles)	4	6
95th %ile Queue (feet) ²	100	150
Storage	160	160
Adequate (Y/N)	Y	Y
¹ Vehicle queue calculations based on signal cycle length.		
² Assumes 25 feet per vehicle queued.		

Pedestrian, Bicycle, and Transit Analysis

The potential impacts of the project on pedestrian, bicycle and transit are described below.

Pedestrian Facilities. Existing observations at the study intersections showed a moderate amount of pedestrian activity at some intersections. Pedestrian activity at the Schwerin Street/Geneva Avenue intersection is fairly heavy, with 100 or more pedestrian crossings per hour. Pedestrian volumes at the Schwerin Street/Ottolia Street intersection are moderate, ranging between 30 and 90 pedestrian crossings per hour, with the higher number occurring during the morning at the start of school at the Bayshore Elementary School.

Pedestrian volumes directly in front of the project site were fairly light, ranging from 10 to 25 pedestrian crossings per hour. Overall, the volume of pedestrian trips generated by the project is expected to be relatively low and not exceed the carrying capacity of the sidewalks and crosswalks nearby.

Bicycle Facilities. According to the City of Daly City General Plan, approximately one 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 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 off-site bicycle facilities.

Transit Service. Transit service in the project vicinity is currently provided by SamTrans and San Francisco MUNI. The nearest bus service is provided by Lines 24 and 29, with bus stops located about 0.25 miles 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 of Daly 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. Therefore, the proposed project would not create an adverse impact to transit service in the area.

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 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 not cause a significant impact to bicycle, pedestrian, or transit operations in the study area.

Site Access and On-Site Circulation

This section describes site access and on-site circulation for the proposed project, as shown on the site plan dated September 18, 2019, by David Baker Architects (see Figure 2). The site is located on the northeast corner of the intersection at Schwerin Street and Martin Street. Schwerin Street fronts the western border of the site, and Martin Street fronts the southern border of the site.

Site Access Design

Site access would be provided by 4 driveways. The first driveway would access what the plan calls New Street 'B' (study intersection #12), and is located on Martin Street approximately 390 feet east of Schwerin Street. The second driveway would access New Street 'A', located on Schwerin Street about 200 feet north of Martin Street (study intersection #11). The third driveway, called Partridge Street, would be located directly opposite the existing Partridge Street west of Schwerin Street (study intersection #5). The driveways to all three streets have bulb-outs that narrow the driveway widths to about 21 feet on Schwerin Street and 26 feet on Martin Street.

The fourth driveway would be located on Schwerin Street at the location of the existing Midway Drive, between Partridge Street and New Street 'A', providing access exclusively to Garage D on site (refer to Figure 2 for locations of Garage A and 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 on-site pedestrian walkway.

Both Schwerin Street and Martin Street are two-lane local streets that serve a low volume of traffic. 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. With this project, and the development on the south side, it is likely that there will be parking on both sides of Martin Street.

Site Access Operations

Site Driveway Study Intersections. The results of the level of service and signal warrant analyses for the three main site-driveway intersections analyzed were reported previously. The results showed all three site driveway intersections would operate under satisfactory conditions, as unsignalized intersections, both near-term and far-term, without and with the project.

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 access to Bayshore Boulevard via the Martin Street extension, project traffic patterns will 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 backup 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. This is explained further in the next section.

Midway Drive to Garage D. Traffic conditions at the Midway Drive driveway to Garage D were evaluated qualitatively. 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 will 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 queued. 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 (See Tables 6 and 7).

Sight Distance. Observations in the field showed no 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 benefits the visibility of and for drivers exiting the site because their line of sight down the street is much less obstructed by vehicles parked on the street or by any obstructions on the sidewalk. Based on the

layout shown on the site plan, the setback of on-street parking 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's entry on Schwerin Street is shown to not have curb extensions. The adjacent on-street parking is not recessed, relative to this driveway. The driver's view when exiting the site could be obstructed by vehicles parked on the street on either side of the driveway. Therefore, parking on the east side of Schwerin Street should be restricted as needed to maintain adequate sight distance at the driveway, subject to review and approval by the City's Traffic Safety Committee and City Council. In addition, landscaping near the driveway would need to be maintained such that adequate sight distance is provided.

Recommendation 1: Parking on the east side of Schwerin Street at the Midway Drive driveway should be restricted as needed to maintain adequate sight distance, subject to review and approval by the City's Traffic Safety Committee and City Council. In addition, the 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 exiting drivers. The final site plan will need to be reviewed by city staff.

On-Site Circulation

The on-site circulation system consists of the north-south New Street 'B' east of, and parallel to, Schwerin Street. New Street 'B' extends from Martin Street at its south end to a loading area just north of Partridge Street at its north end. The south section of New Street 'B', between Martin Street and Midway Drive would be offset relative to the north section of New Street 'B', which follows an alignment slightly east of the south section. From New Street 'B', Partridge Street extends westward, on site, to Schwerin Street, connecting to the existing Partridge Street west of Schwerin Street. New Street 'A' is about 200 feet north of, and parallel to, Martin Street. It extends between New Street 'B' and Schwerin Street. The private on-site streets are shown to have the following cross-sections:

Partridge Street and *New Street 'A'* would include a 20-foot wide traveled way plus sidewalks and parking on both sides

New Street 'B' (south section) would include a 26-foot wide traveled way plus sidewalks and parking on both sides

New Street 'B' (north section) would be 26-feet wide, with set-back sidewalks and no parking or curbs on either side; New Street 'B' is identified as a "traffic-calmed" street

Midway Drive east of New Street 'B' would be 20-feet wide, with sidewalks but no parking

The existing Midway Drive, between Schwerin Street and New Street 'B' would be eliminated, except for a 20-foot wide, 80-foot long section connecting Schwerin Street to the entrance of Garage D. The section of Midway Drive between the garage entrance and New Street 'B' would be converted to a pedestrian-only walkway and fire lane. There would be a second entrance to Garage D accessed from New Street 'B'.

East of New Street 'B', Midway Drive would provide access to Garage A, and would provide fire access along the SFPUC easement between Garage A and the eastern border of the site.

The site layout provides a relatively straightforward circulation pattern with no dead-end aisles, curb radii of 8 feet at all intersecting streets on site 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 safely pass through the intersection simultaneously. The narrowing of the streets at all internal intersections (due to the bulbouts), limits the area available for vehicles to turn. Turning templates will be needed to determine the adequacy of the layout to accommodate standard vehicles at the New Street 'B'/Midway Drive intersection, and to accommodate the circulation of trucks, garbage collection, and emergency vehicles throughout the site.

Recommendation 2: The project shall ensure that alignments of the drive aisles and the corner radii are adequate for the circulation of standard vehicles as well as trucks, garbage collection, and emergency vehicles, subject to review by city staff.

In addition to the streets on-site, there would be several fire lanes on site: along the Midway Drive alignment between Schwerin Street and New Street 'B'; along the SFPUC easement; along a north-south alignment bisecting Building E, connecting Martin Street with New Street 'A'; along the extension of New Street 'B' north of Building 'A' (adjacent to the park); and along the northern edge of Building A/Parking Garage A. All fire lanes are to be a minimum of 20 feet wide.

Parking on site would be provided in Garage A, located along the eastern border of the site, north of Midway Drive; Garage D, located between New Street 'A' and Midway Drive, and on the streets on site.

Garage A is shown to have one entrance, located at the southeast corner of the garage, about 60 feet north of Midway Drive. The turning radius at the garage entrance is not specified, but it appears to be less than 5 feet, which would not be adequate for two-way traffic at a ninety-degree turn for a 20-foot wide travel way. Circulation within Garage A is shown to consist of a rectangular loop serving two-way traffic in 26-foot wide parking aisles, with 90-degree perpendicular parking on both sides. The garage is shown to have more than one level.

Garage D is shown to have two entrances, as described previously, and as shown on Figure 2. The entrance on Midway Drive, located 80 feet east of Schwerin Street, is shown to be 26 feet wide. The turning radius at the garage entrance is not specified. As with Garage A, the turning radius would need to accommodate two-way traffic through the turn. Circulation within Garage D is similar to that in Garage A: consisting of a rectangular loop serving two-way traffic in 26-foot wide parking aisles, with 90-degree perpendicular parking on both sides. The garage is shown to have more than one level. The aforementioned entrance from Midway Drive is shown to access the lower level of the garage. The other entrance, located off of New Street 'B', is shown to access the upper level of the garage.

Recommendation 3: The project shall ensure that the garage ingress/egress, internal circulation, ramp design and other relevant design features meet the city code requirements or otherwise accord with industry standards. Final design will be subject to review by city staff.

Garage A is shown to provide 378 parking spaces, Garage D would provide 250 spaces, and there would be an additional 118 total parking spaces on site on New Street 'A,' New Street 'B,' Partridge Street, and in the townhomes.

The site plan shows 13 parking spaces on Partridge Street along the frontage of the childcare center designated specifically for use by the childcare center (these 13 spaces are included in the 118 on-site, on-street spaces described above). This conforms with the city code required number of spaces, which calls for one space for every ten children enrolled. The site plan also refers to the childcare center parking spaces as childcare (passenger) loading. It is anticipated that this area, which spans the entire length of the childcare center frontage, and east, would serve as a pick-up/drop-off area for loading and unloading children. Children in the 5 and under age range, which is the age range to be served by the proposed childcare center, generally would be escorted into the childcare center, therefore requiring vehicles to park briefly during drop-off and pick-up.

Because these spaces are provided primarily for loading and unloading, and for visitors during off hours, it is recommended that these childcare center parking spaces have a time limit.

Since the loading and unloading of children going to the childcare facility would primarily occur on the north side of Partridge Street, vehicles picking up and dropping off their children would be traveling westbound toward Schwerin Street. This would require that vehicles destined for the childcare center enter the site from either New Street 'A' or New Street 'B' to access westbound Partridge Street in front of the childcare center. The childcare facility should direct parents to use these roadways to access the parking area fronting the childcare facility to help prevent vehicles from making u-turns on Partridge Street.

Recommendation 4: The project should consider establishing a time limit for childcare parking. Because all streets within the development are private roadways, parking restrictions would need to be enforced by private security. In addition, the childcare facility should consider preparing an access plan to show parents how to access the designated parking areas.

The site plan shows a loading zone at the very north end of New Street 'B', adjacent to the park. Other loading areas are to be provided on street (in the parking lanes) at mid-block on both sides of New Street 'A', on the east side of the south section of New Street 'B', and on both sides of Partridge Street at the very eastern end.

Pedestrian circulation on site, and pedestrian access to off-site pedestrian facilities appear adequate. Most streets on-site provide sidewalks, all of which are at least 6 feet wide. The cross-sections of the on-site streets were described previously. All streets are shown to have landscape strips the full length of the street. Every intersection on site would have high-visibility crosswalks on every approach. Both New Street 'A' and Partridge Street would be provided with high-visibility, mid-block crosswalks. The east-west fire lane on Midway Drive is also to serve as a pedestrian path. The plan shows a direct path between the Child Care Center and the adjacent park. All buildings and residential units on site have direct access to either a sidewalk, a pathway, or both.

The site plan shows bicycle parking/storage would be provided throughout the site. The number and type of spaces are not yet specified, but the site plan shows public bicycle parking on both sides of New Street 'A', both sides of the south section of New Street 'B', both sides of Partridge Street, and on the east side of the north section of New Street 'B'. Resident bicycle storage would be provided at or in Buildings A, A2, B, D and E. The number and type of bicycle parking spaces (e.g. short-term vs. long-term, racks vs. lockers) will need to meet the city code requirements, at a minimum.

As described previously, the Daly City Bayshore (DSB) Shuttle, operated by SamTrans, provides shuttle service between the Daly City BART station and Bayshore Boulevard/Geneva Avenue, with a stop immediately fronting the site, at the Schwerin Street/Martin Street intersection. The shuttle stop does not currently serve any other routes, and its only feature is a shuttle sign. While the project would not create a significant impact to transit operations, as part of the project's enhancement to the site's frontage along Schwerin Street, the project should consider installing a bus shelter or bench. Providing an upgrade to the shuttle/bus stop, be it a bench or shelter, would encourage transit usage.

Recommendation 5: Prior to final design, the project applicant shall work with City of Daly City and SamTrans staff to consider the desirability of upgrades to the existing shuttle stop along the project frontage.

TDM Plan

In accordance with CMP requirements, the project shall implement TDM measures to reduce the demand for net new peak-hour trips generated by the project. The total number of trip credits earned through the 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 project. Based on the trip generation estimates described previously, the project is expected to generate 203 AM peak hour trips and 245 PM peak hour trips. The project's TDM plan would therefore be required to provide at least 245 C/CAG trip credits. Since the project would be constructed in phases, the project applicant shall submit, to the City and C/CAG, a TDM plan demonstrating its compliance with C/CAG's TDM requirements in advance of each phase.

Recommendation 6: The project shall provide and/or implement CMP-approved TDM measures in order to meet the CMP TDM requirements.

Vehicle Miles Traveled (VMT)

According to the December 2018 Technical Advisory from the State of California Governor's Office of Planning and Research (OPR) on Evaluating Transportation Impacts in CEQA (California Environmental Quality Act), affordable housing projects are exempt from Vehicle Miles Traveled (VMT) analysis and are assumed to have a less than significant impact. Relevant excerpts from the OPR Technical Advisory are provided below.

Presumption of Less Than Significant Impact for Affordable Residential Development.

Adding affordable housing to infill locations generally improves the jobs-housing match, in turn shortening commutes and reducing VMT. Further, "... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where the existing jobs-housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations.

The Metropolitan Transportation Commission (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 project VMT would be 23% lower than the regional average. Daly City does not have an adopted method or threshold to determine impacts based on VMT. For this reason, this data is presented for informational purposes only.

Technical Appendices

Appendix A

Traffic Counts



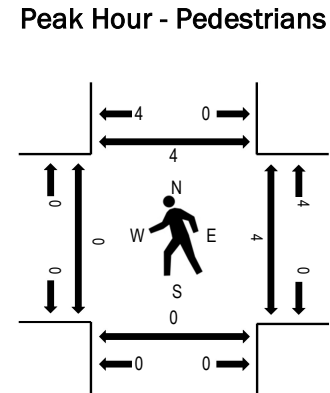
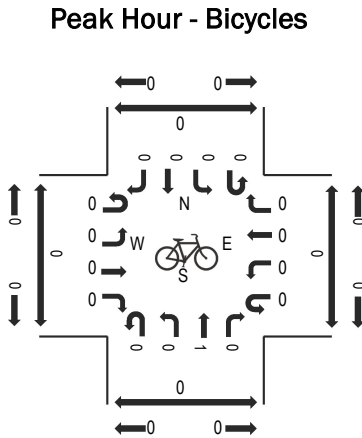
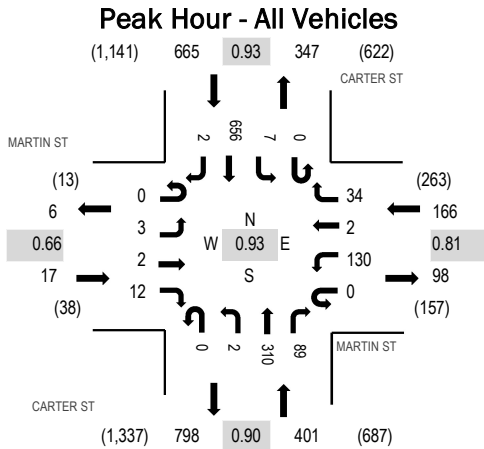
(303) 216-2439
www.alltrafficdata.net

Location: 2 CARTER ST & MARTIN ST AM

Date: Thursday, February 28, 2019

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARTIN ST Eastbound				MARTIN ST Westbound				CARTER ST Northbound				CARTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	0	4	0	15	0	10	0	1	61	8	0	3	100	0	205	1,054	0	0	0	0
7:15 AM	0	4	0	4	0	18	0	6	0	2	51	13	0	3	116	0	217	1,180	0	0	0	1
7:30 AM	0	0	0	3	0	43	0	8	0	0	65	15	0	0	162	0	296	1,249	0	0	0	0
7:45 AM	0	1	0	2	0	32	0	13	0	0	83	27	0	1	176	1	336	1,191	0	1	0	1
8:00 AM	0	1	0	3	0	30	1	6	0	0	93	20	0	5	172	0	331	1,075	0	0	0	0
8:15 AM	0	1	2	4	0	25	1	7	0	2	69	27	0	1	146	1	286		0	3	0	3
8:30 AM	0	2	0	3	0	18	0	7	0	0	69	15	0	2	120	2	238		0	2	0	0
8:45 AM	0	0	0	1	0	17	0	6	0	1	55	10	1	5	123	1	220		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	3	2	12	0	130	2	33	0	2	303	87	0	7	655	2	1,238
Mediums	0	0	0	0	0	0	0	1	0	0	6	2	0	0	1	0	10
Total	0	3	2	12	0	130	2	34	0	2	310	89	0	7	656	2	1,249



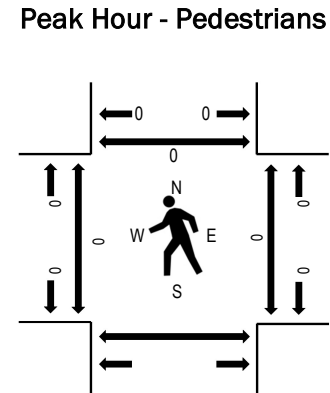
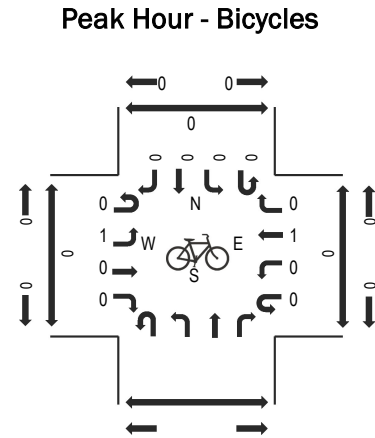
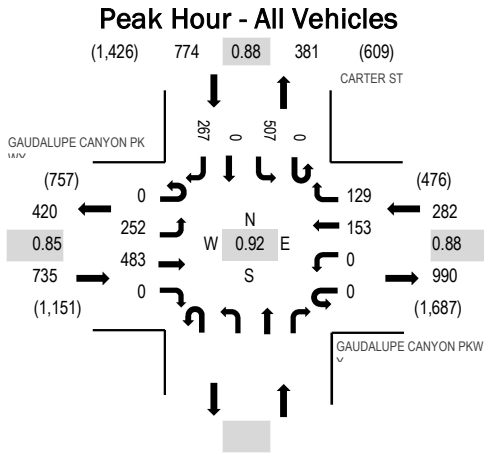
(303) 216-2439
www.alltrafficdata.net

Location: 3 CARTER ST & GAUDALUPE CANYON PKWY AM

Date: Thursday, February 28, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GAUDALUPE CANYON Eastbound				GAUDALUPE CANYON Westbound				Northbound				CARTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	23	47	0	0	0	24	24					0	88	0	39	245	1,411	0	0	0	0
7:15 AM	0	32	62	0	0	0	27	21					0	101	0	56	299	1,609	0	0	0	0
7:30 AM	0	41	69	0	0	0	30	24					0	127	0	88	379	1,777	0	0	0	0
7:45 AM	0	65	106	0	0	0	43	37					0	144	0	93	488	1,791	0	0	0	0
8:00 AM	0	70	99	0	0	0	36	41					0	129	0	68	443	1,642	0	0	0	0
8:15 AM	0	58	159	0	0	0	37	25					0	129	0	59	467		0	0	0	0
8:30 AM	0	59	119	0	0	0	37	26					0	105	0	47	393		0	0	0	0
8:45 AM	0	44	98	0	0	0	25	19					0	105	0	48	339		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Bicycles on Road	0	1	0	0	0	0	1	0					0	0	0	0	2
Lights	0	250	481	0	0	0	148	121					0	507	0	267	1,774
Mediums	0	1	2	0	0	0	4	8					0	0	0	0	15
Total	0	252	483	0	0	0	153	129					0	507	0	267	1,791



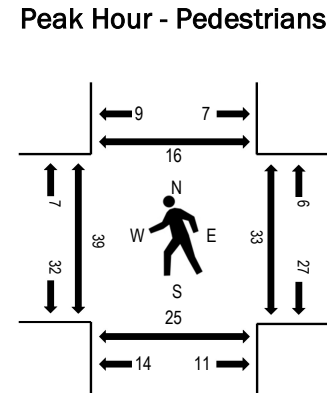
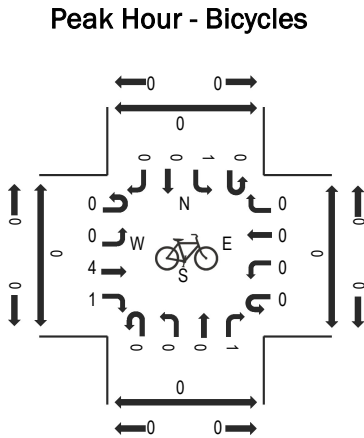
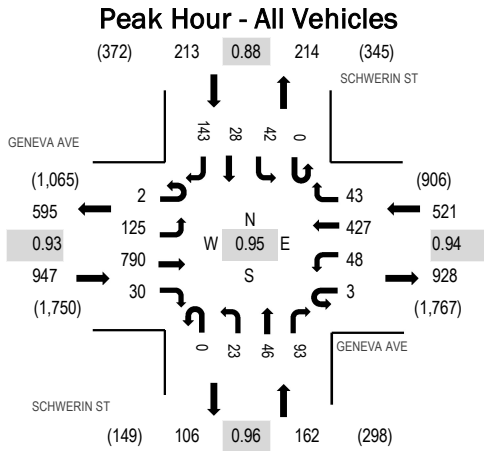
(303) 216-2439
www.alltrafficdata.net

Location: 4 SCHWERIN ST & GENEVA AVE AM

Date: Thursday, February 28, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GENEVA AVE Eastbound				GENEVA AVE Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	15	159	1	0	2	80	6	0	12	6	27	0	11	2	18	339	1,588	11	3	10	7
7:15 AM	0	17	176	1	0	4	70	6	0	9	4	26	0	12	4	30	359	1,732	2	7	5	2
7:30 AM	1	26	191	2	0	9	103	11	0	1	4	18	0	11	3	35	415	1,807	3	5	9	4
7:45 AM	0	30	209	7	1	14	111	13	0	4	20	17	0	13	4	32	475	1,843	14	3	4	2
8:00 AM	2	37	195	6	0	11	118	12	0	11	8	20	0	14	8	41	483	1,738	11	3	5	7
8:15 AM	0	24	171	12	1	11	105	8	0	4	8	30	0	10	11	39	434		12	16	8	2
8:30 AM	0	34	215	5	1	12	93	10	0	4	10	26	0	5	5	31	451		2	11	8	5
8:45 AM	0	21	189	4	0	6	83	5	0	7	10	12	0	7	5	21	370		2	7	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	4	1	0	0	0	0	0	0	0	1	0	1	0	0	7
Lights	2	119	766	29	3	48	396	41	0	23	46	91	0	32	28	134	1,758
Mediums	0	6	19	0	0	0	29	2	0	0	0	1	0	9	0	9	75
Total	2	125	790	30	3	48	427	43	0	23	46	93	0	42	28	143	1,843



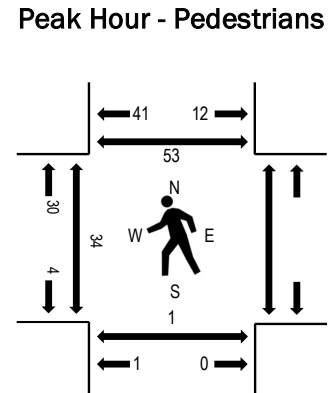
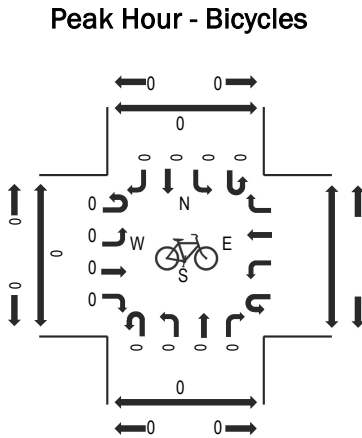
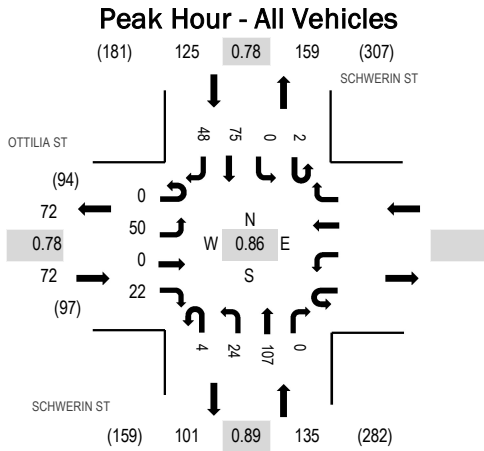
(303) 216-2439
www.alltrafficdata.net

Location: 5 SCHWERIN ST & OTTILIA ST AM

Date: Thursday, February 28, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OTTILIA ST Eastbound				Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	2	0	4					0	1	38	0	0	0	6	2	54	228	3		0	7
7:15 AM	1	3	0	2					0	2	34	0	0	0	12	2	56	268	4		1	6
7:30 AM	0	4	0	1					1	3	28	0	0	0	15	3	55	308	2		0	4
7:45 AM	0	5	0	2					2	4	34	0	0	0	13	3	63	329	5		1	3
8:00 AM	0	11	0	3					0	7	35	0	1	0	18	19	94	332	8		0	11
8:15 AM	0	19	0	4					0	9	24	0	1	0	22	17	96		21		1	18
8:30 AM	0	14	0	6					1	4	24	0	0	0	18	9	76		3		0	24
8:45 AM	0	6	0	9					3	4	24	0	0	0	17	3	66		2		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	49	0	22					1	22	104	0	2	0	73	48	321
Mediums	0	1	0	0					3	2	3	0	0	0	2	0	11
Total	0	50	0	22					4	24	107	0	2	0	75	48	332



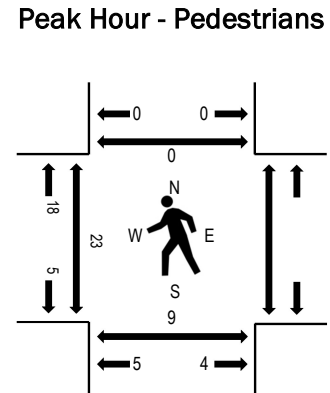
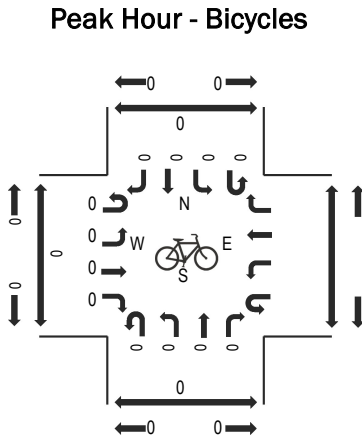
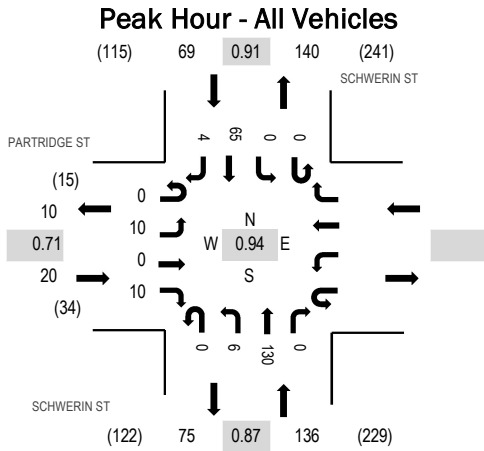
(303) 216-2439
www.alltrafficdata.net

Location: 6 SCHWERIN ST & PARTRIDGE ST AM

Date: Thursday, February 28, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARTRIDGE ST Eastbound				Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	0	1					0	0	27	0	0	0	8	0	40	174	1		0	1
7:15 AM	0	4	0	1					0	2	21	0	1	0	7	0	36	188	1		1	1
7:30 AM	0	1	0	3					0	0	22	0	0	0	16	2	44	212	1		0	0
7:45 AM	0	2	0	1					0	2	37	0	0	0	11	1	54	225	6		1	0
8:00 AM	0	3	0	3					0	0	29	0	0	0	18	1	54	204	4		1	0
8:15 AM	0	2	0	2					0	3	34	0	0	0	18	1	60		11		5	0
8:30 AM	0	3	0	4					0	1	30	0	0	0	18	1	57		2		2	0
8:45 AM	0	0	0	0					0	0	21	0	0	0	11	1	33		4		3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	10	0	10					0	6	129	0	0	0	65	4	224
Mediums	0	0	0	0					0	0	1	0	0	0	0	0	1
Total	0	10	0	10					0	6	130	0	0	0	65	4	225



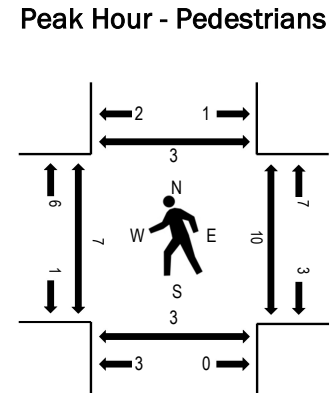
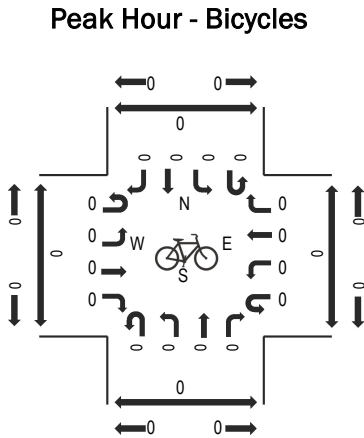
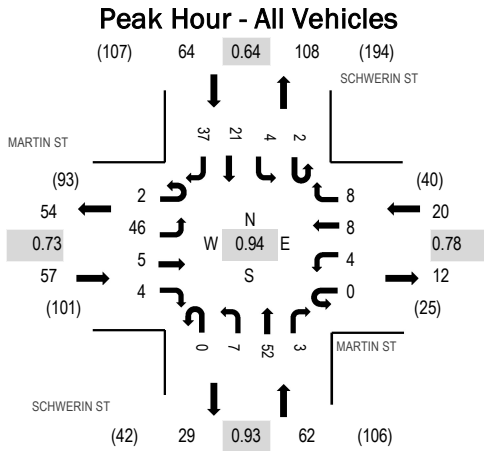
(303) 216-2439
www.alltrafficdata.net

Location: 7 SCHWERIN ST & MARTIN ST AM

Date: Thursday, February 28, 2019

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARTIN ST Eastbound				MARTIN ST Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	11	1	1	0	0	2	4	0	1	11	1	1	0	2	4	39	185	0	2	3	1
7:15 AM	0	9	1	0	0	1	3	1	0	3	10	0	0	1	2	9	40	191	1	5	1	2
7:30 AM	0	10	1	0	0	2	3	3	0	3	7	0	0	1	6	18	54	203	0	4	0	1
7:45 AM	1	15	2	2	0	1	4	1	0	2	15	1	0	0	4	4	52	196	3	0	1	2
8:00 AM	1	8	0	1	0	0	0	1	0	1	16	0	2	2	6	7	45	169	4	1	0	0
8:15 AM	0	13	2	1	0	1	1	3	0	1	14	2	0	1	5	8	52		0	5	2	0
8:30 AM	0	9	2	1	1	0	0	6	0	1	12	2	1	1	4	7	47		2	2	0	2
8:45 AM	0	7	1	1	0	0	1	1	0	1	2	0	1	2	1	7	25		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	45	4	4	0	4	7	8	0	7	52	3	2	4	21	37	200
Mediums	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	2	46	5	4	0	4	8	8	0	7	52	3	2	4	21	37	203



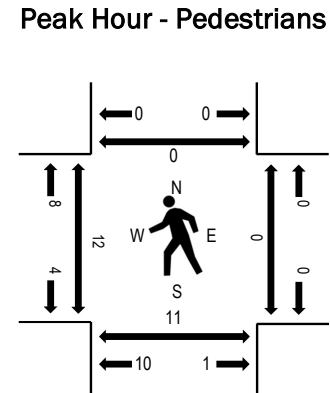
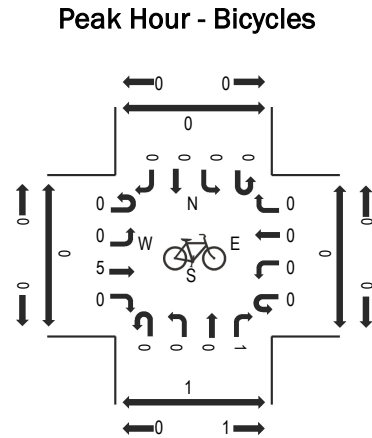
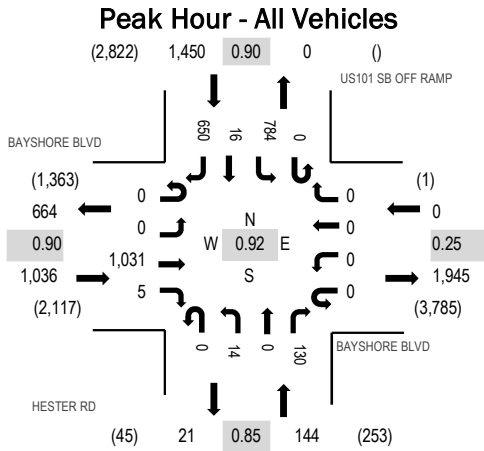
(303) 216-2439
www.alltrafficdata.net

Location: 8 HESTER RD & BAYSHORE BLVD AM

Date: Thursday, February 28, 2019

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:00 AM - 07:15 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BAYSHORE BLVD Eastbound				BAYSHORE BLVD Westbound				HESTER RD Northbound				US101 SB OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	324	1	0	0	0	0	0	3	0	20	0	212	4	149	713	2,630	4	0	5	0
7:15 AM	0	0	283	1	0	0	0	0	0	3	0	30	0	196	2	154	669	2,597	1	0	2	0
7:30 AM	0	0	211	1	0	0	0	0	0	3	0	35	0	167	3	156	576	2,580	5	0	0	0
7:45 AM	0	0	213	2	0	0	0	0	0	5	0	45	0	209	7	191	672	2,558	2	0	4	0
8:00 AM	0	0	258	2	0	0	0	0	0	4	0	44	0	184	4	184	680	2,563	5	0	0	0
8:15 AM	0	0	265	2	0	0	0	0	0	3	0	20	0	183	2	177	652		0	0	2	0
8:30 AM	0	0	252	1	0	0	1	0	0	3	0	14	0	133	5	145	554		2	0	1	1
8:45 AM	0	0	298	3	0	0	0	0	0	7	0	14	0	175	5	175	677		1	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	0	0	0	0	0	0	0	8	0	3	16
Bicycles on Road	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6
Lights	0	0	933	4	0	0	0	0	0	12	0	128	0	743	16	591	2,427
Mediums	0	0	88	1	0	0	0	0	0	2	0	1	0	33	0	56	181
Total	0	0	1,031	5	0	0	0	0	0	14	0	130	0	784	16	650	2,630



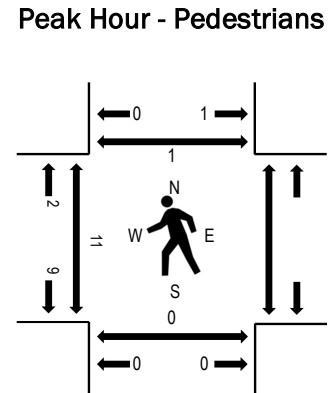
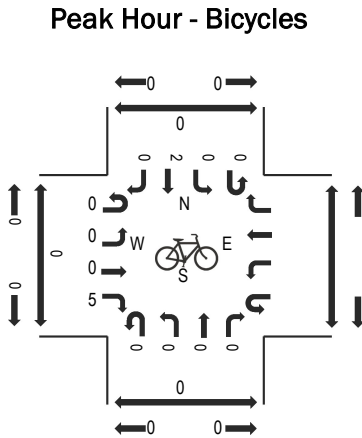
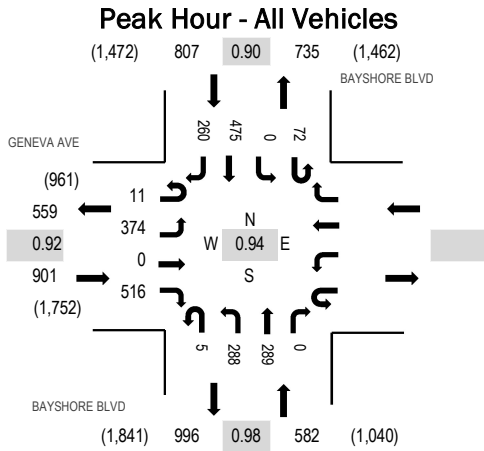
(303) 216-2439
www.alltrafficdata.net

Location: 9 BAYSHORE BLVD & GENEVA AVE AM

Date: Thursday, February 28, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GENEVA AVE Eastbound				Westbound				BAYSHORE BLVD Northbound				BAYSHORE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	108	0	84					0	51	57	0	25	0	98	40	465	2,088	3		0	0
7:15 AM	0	103	0	124					0	45	61	0	18	0	86	44	481	2,201	1		0	0
7:30 AM	0	97	0	132					0	58	57	0	16	0	114	56	530	2,260	8		0	0
7:45 AM	1	107	0	144					0	73	75	0	21	0	120	71	612	2,290	2		0	0
8:00 AM	3	78	0	136					1	71	66	0	10	0	140	73	578	2,176	2		0	1
8:15 AM	3	85	0	120					2	74	72	0	21	0	107	56	540		4		0	0
8:30 AM	4	104	0	116					2	70	76	0	20	0	108	60	560		3		0	0
8:45 AM	1	95	0	105					0	53	76	0	14	0	102	52	498		0		2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2					0	0	7	0	0	0	5	1	17
Bicycles on Road	0	0	0	5					0	0	0	0	0	0	2	0	7
Lights	11	345	0	497					3	264	253	0	70	0	447	249	2,139
Mediums	0	27	0	12					2	24	29	0	2	0	21	10	127
Total	11	374	0	516					5	288	289	0	72	0	475	260	2,290



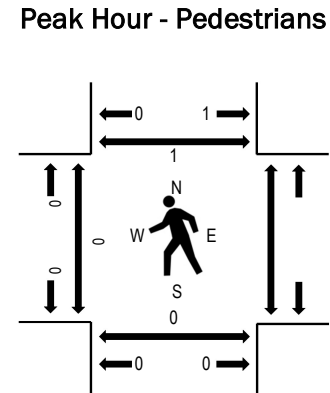
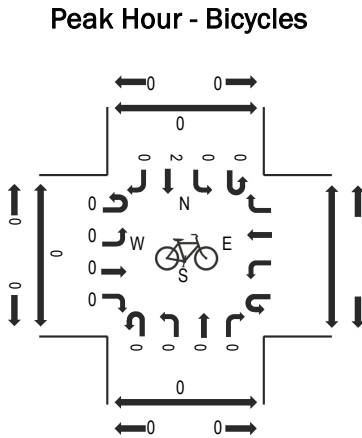
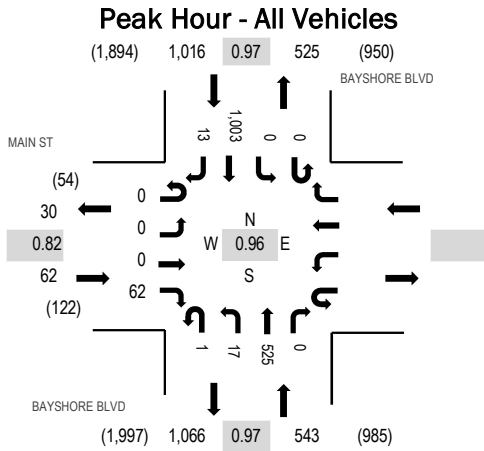
(303) 216-2439
www.alltrafficdata.net

Location: 10 BAYSHORE BLVD & MAIN ST AM

Date: Thursday, February 28, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM



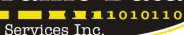
Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MAIN ST Eastbound				Westbound				BAYSHORE BLVD Northbound				BAYSHORE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	15					0	4	100	0	0	0	183	3	305	1,426	0		0	0
7:15 AM	0	0	0	15					0	4	102	0	0	0	215	0	336	1,526	0		0	0
7:30 AM	0	0	0	21					0	5	100	0	0	0	251	0	377	1,611	0		0	0
7:45 AM	0	0	0	18					1	8	131	0	0	0	249	1	408	1,621	0		0	0
8:00 AM	0	0	0	13					0	4	131	0	0	0	251	6	405	1,575	0		0	0
8:15 AM	0	0	0	16					0	4	136	0	0	0	262	3	421		0		0	0
8:30 AM	0	0	0	15					0	1	127	0	0	0	241	3	387		0		0	1
8:45 AM	0	0	0	9					0	4	123	0	0	0	222	4	362		0		0	0

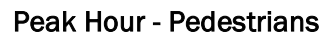
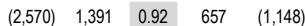
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	6	0	0	0	3	0	9
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	2	0	2
Lights	0	0	0	61					1	16	473	0	0	0	959	12	1,522
Mediums	0	0	0	1					0	1	46	0	0	0	39	1	88
Total	0	0	0	62					1	17	525	0	0	0	1,003	13	1,621



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Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GAUDALUPE CANYON								BAYSHORE BLVD				BAYSHORE BLVD				Rolling Total	Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	27	0	93					0	24	79	0	0	0	147	29	399	2,039	1		0	0
7:15 AM	0	22	0	116					0	31	79	0	0	0	185	30	463	2,251	3		0	0
7:30 AM	0	33	0	128					0	34	94	0	0	0	213	40	542	2,408	0		0	0
7:45 AM	0	30	0	144					0	44	121	0	0	0	222	74	635	2,426	5		0	2
8:00 AM	0	32	0	144					0	48	131	0	0	0	200	56	611	2,302	2		0	2
8:15 AM	0	45	0	175					0	39	113	0	0	0	201	47	620		2		0	0
8:30 AM	0	48	0	125					0	47	114	0	0	0	180	46	560		1		0	1
8:45 AM	0	29	0	125					0	31	119	0	0	0	172	35	511		7		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	0	8	0	0	0	6	1	16
Bicycles on Road	0	0	0	1					0	0	1	0	0	0	6	0	8
Lights	0	142	0	584					0	170	433	0	0	0	764	214	2,307
Mediums	0	12	0	3					0	8	37	0	0	0	27	8	95
Total	0	155	0	588					0	178	479	0	0	0	803	223	2,426



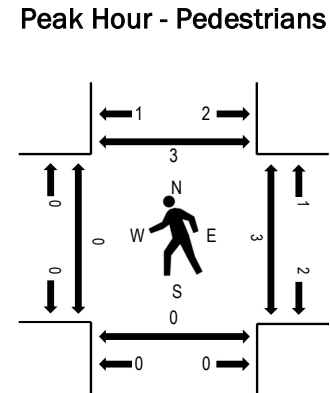
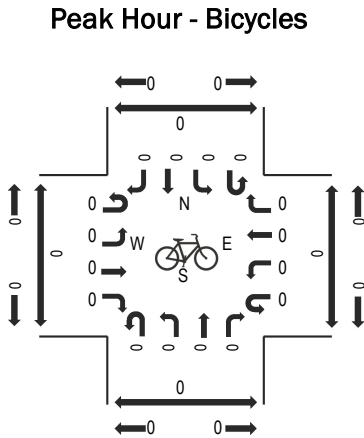
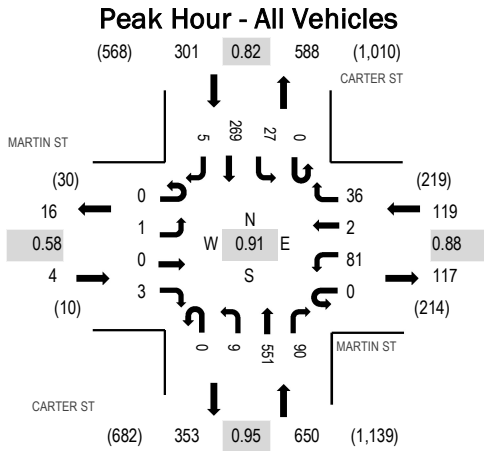
(303) 216-2439
www.alltrafficdata.net

Location: 2 CARTER ST & MARTIN ST PM

Date: Thursday, February 28, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARTIN ST Eastbound				MARTIN ST Westbound				CARTER ST Northbound				CARTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	15	0	2	0	4	76	22	0	7	47	0	174	862	0	2	0	0
4:15 PM	0	1	0	0	0	24	1	3	0	0	102	18	0	4	69	1	223	983	0	0	0	0
4:30 PM	0	0	0	1	0	18	0	10	0	5	117	20	0	3	68	1	243	1,031	0	0	0	0
4:45 PM	0	1	1	1	0	22	0	5	0	1	104	20	0	2	64	1	222	1,063	0	0	0	0
5:00 PM	0	0	0	1	0	23	2	11	0	2	139	24	0	8	84	1	295	1,074	0	0	0	0
5:15 PM	0	0	0	0	0	20	0	8	0	2	142	27	0	7	63	2	271		0	2	0	2
5:30 PM	0	1	0	2	0	26	0	9	0	3	142	24	0	7	60	1	275		0	0	0	0
5:45 PM	0	0	0	0	0	12	0	8	0	2	128	15	0	5	62	1	233		0	1	0	1

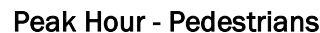
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	3	0	81	2	35	0	9	550	90	0	27	266	5	1,069
Mediums	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	5
Total	0	1	0	3	0	81	2	36	0	9	551	90	0	27	269	5	1,074



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Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GAUDALUPE CANYON Eastbound				GAUDALUPE CANYON Westbound				Northbound				CARTER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	55	18	0	0	0	78	57					0	19	0	46	273	1,248	0	0		0
4:15 PM	0	65	38	0	0	0	66	68					0	35	0	51	323	1,361	0	0		0
4:30 PM	0	48	22	0	0	0	80	90					0	28	0	56	324	1,455	0	0		0
4:45 PM	0	61	33	0	0	0	68	71					0	30	0	65	328	1,509	0	0		0
5:00 PM	0	65	25	0	0	0	88	108					0	30	0	70	386	1,510	0	0		0
5:15 PM	0	83	33	0	0	0	108	102					0	26	0	65	417		0	0		0
5:30 PM	0	75	24	0	0	0	92	109					0	28	0	50	378		0	0		0
5:45 PM	0	69	23	0	0	0	89	84					0	24	0	40	329		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0					0	0	0	0	1
Bicycles on Road	0	0	2	0	0	0	1	0					0	0	0	0	3
Lights	0	292	100	0	0	0	376	402					0	105	0	225	1,500
Mediums	0	0	2	0	0	0	0	1					0	3	0	0	6
Total	0	292	105	0	0	0	377	403					0	108	0	225	1,510



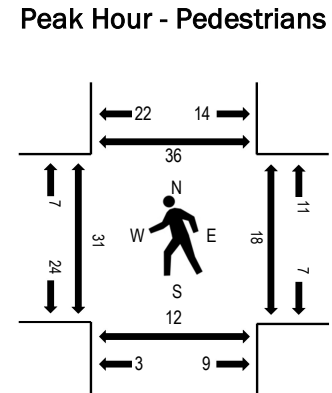
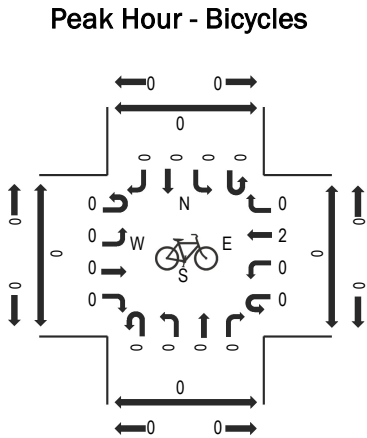
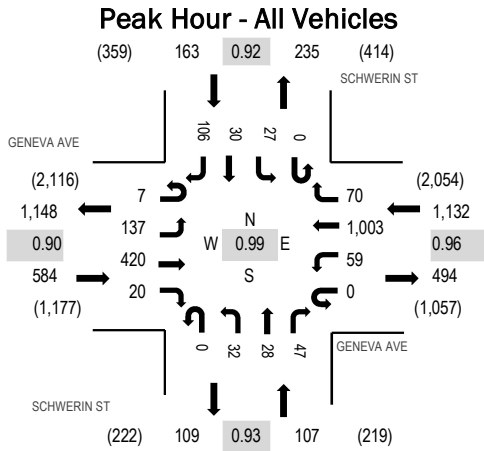
(303) 216-2439
www.alltrafficdata.net

Location: 4 SCHWERIN ST & GENEVA AVE PM

Date: Thursday, February 28, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GENEVA AVE Eastbound				GENEVA AVE Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	27	133	3	1	11	178	11	0	6	14	10	0	6	7	35	443	1,823	5	5	4	12
4:15 PM	2	23	107	8	1	15	207	16	0	5	7	18	0	9	5	34	457	1,872	21	4	6	8
4:30 PM	0	25	115	6	0	15	200	10	0	2	8	17	0	7	10	36	451	1,918	4	5	1	2
4:45 PM	1	21	113	8	0	21	224	12	0	5	5	15	0	11	4	32	472	1,966	19	1	2	7
5:00 PM	1	29	108	6	0	19	234	27	0	7	5	11	0	5	8	32	492	1,986	9	5	5	11
5:15 PM	2	34	109	2	0	16	263	13	0	11	4	13	0	8	7	21	503		10	2	1	7
5:30 PM	2	39	81	5	0	13	268	14	0	8	11	16	0	9	8	25	499		7	6	3	8
5:45 PM	2	35	122	7	0	11	238	16	0	6	8	7	0	5	7	28	492		5	5	3	10

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Lights	7	130	405	19	0	59	998	70	0	32	28	47	0	20	30	98	1,943
Mediums	0	7	13	1	0	0	2	0	0	0	0	0	0	7	0	8	38
Total	7	137	420	20	0	59	1,003	70	0	32	28	47	0	27	30	106	1,986



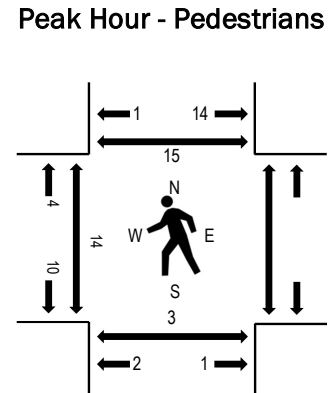
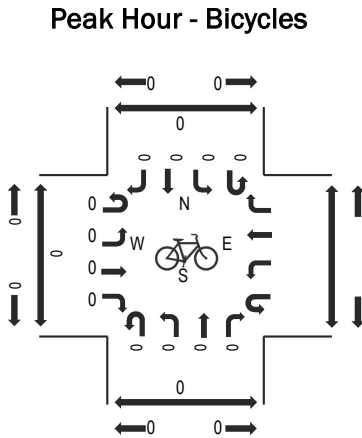
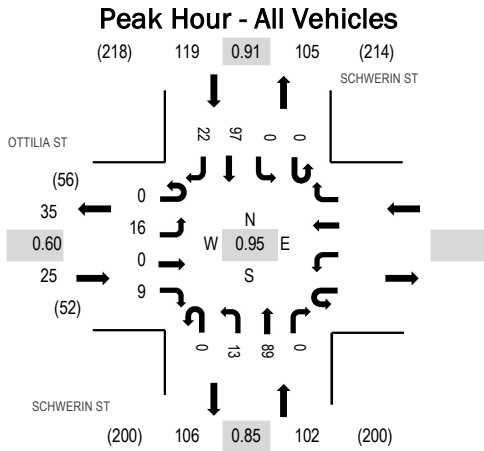
(303) 216-2439
www.alltrafficdata.net

Location: 5 SCHWERIN ST & OTTILIA ST PM

Date: Thursday, February 28, 2019

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OTTILIA ST Eastbound				Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	1					0	4	26	0	0	0	17	1	52	236	4		0	1
4:15 PM	0	8	0	4					0	1	18	0	0	0	25	3	59	244	7		0	0
4:30 PM	0	2	0	3					0	4	24	0	0	0	24	8	65	246	3		2	6
4:45 PM	0	6	0	1					0	4	19	0	0	0	24	6	60	242	5		0	6
5:00 PM	0	2	0	3					0	2	19	0	0	0	30	4	60	234	4		0	3
5:15 PM	0	6	0	2					0	3	27	0	0	0	19	4	61		2		1	0
5:30 PM	0	4	0	2					1	1	26	0	0	0	20	7	61		7		1	3
5:45 PM	0	3	0	2					0	0	21	0	0	0	22	4	52		8		4	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	16	0	9					0	12	87	0	0	0	97	22	243
Mediums	0	0	0	0					0	1	2	0	0	0	0	0	3
Total	0	16	0	9					0	13	89	0	0	0	97	22	246



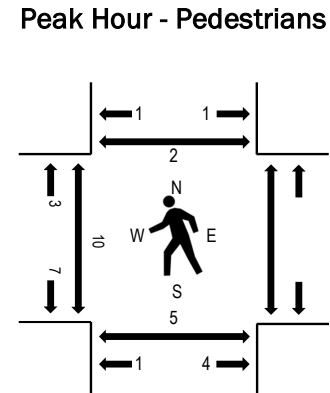
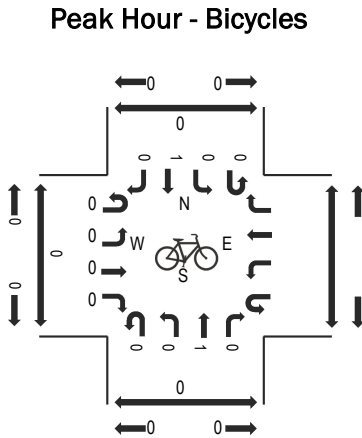
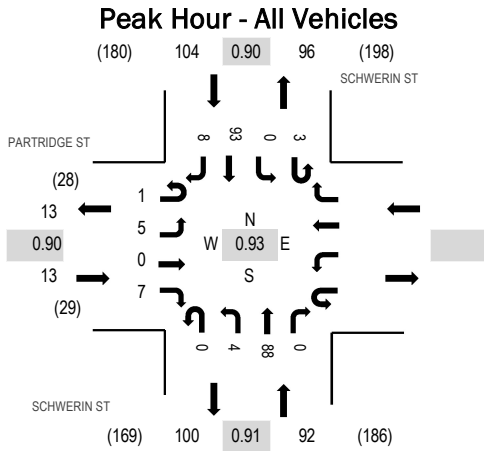
(303) 216-2439
www.alltrafficdata.net

Location: 6 SCHWERIN ST & PARTRIDGE ST PM

Date: Thursday, February 28, 2019

Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PARTRIDGE ST Eastbound				Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	1	0	1					0	1	26	0	0	0	16	2	48	201	3		3	0
4:15 PM	0	2	0	2					0	1	20	0	0	0	25	3	53	209	3		3	1
4:30 PM	0	1	0	2					0	0	27	0	1	0	16	2	49	205	1		0	0
4:45 PM	0	0	0	1					0	1	21	0	1	0	24	3	51	200	2		0	0
5:00 PM	1	2	0	2					0	2	20	0	1	0	28	0	56	194	4		2	1
5:15 PM	0	3	0	1					0	0	27	0	0	0	17	1	49		6		2	1
5:30 PM	0	4	0	1					1	0	21	0	0	0	14	3	44		1		0	3
5:45 PM	0	4	0	0					0	3	15	0	1	0	18	4	45		4		0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0					0	0	1	0	0	0	1	0	2
Lights	1	5	0	7					0	4	84	0	3	0	92	8	204
Mediums	0	0	0	0					0	0	3	0	0	0	0	0	3
Total	1	5	0	7					0	4	88	0	3	0	93	8	209



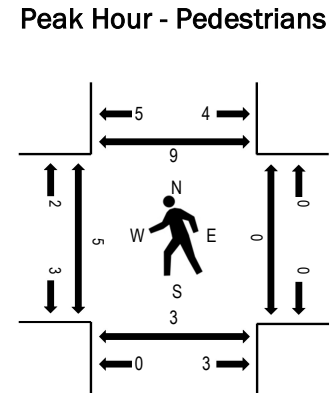
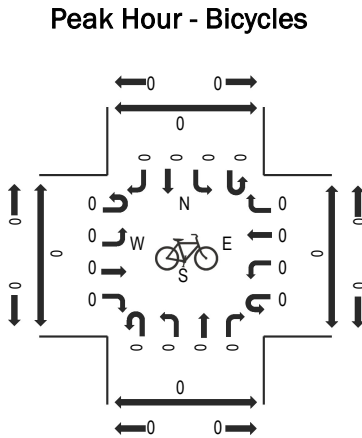
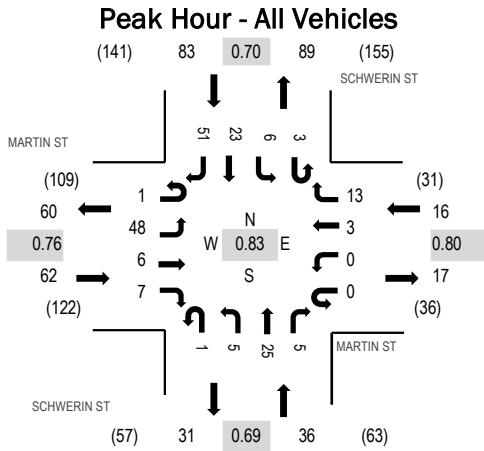
(303) 216-2439
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Location: 7 SCHWERIN ST & MARTIN ST PM

Date: Thursday, February 28, 2019

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MARTIN ST Eastbound				MARTIN ST Westbound				SCHWERIN ST Northbound				SCHWERIN ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	13	6	0	0	0	4	1	0	0	5	1	0	0	4	4	40	172	0	1	0	0
4:15 PM	0	11	1	0	0	0	3	1	1	0	5	1	1	1	7	11	43	191	1	1	0	1
4:30 PM	0	14	1	1	0	0	1	4	0	1	5	1	1	1	6	11	47	197	1	0	1	1
4:45 PM	0	13	0	2	0	0	1	1	0	0	8	0	1	0	6	10	42	188	1	0	1	1
5:00 PM	0	10	5	1	0	0	1	3	0	1	5	2	0	4	7	20	59	185	0	0	0	3
5:15 PM	1	11	0	3	0	0	0	5	1	3	7	2	1	1	4	10	49		3	0	1	4
5:30 PM	0	9	2	4	0	1	0	0	0	2	5	0	1	1	4	9	38		2	1	2	1
5:45 PM	0	7	4	1	0	0	2	3	0	3	4	0	0	2	4	9	39		1	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	47	6	6	0	0	3	13	1	5	23	5	3	6	23	51	193
Mediums	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	4
Total	1	48	6	7	0	0	3	13	1	5	25	5	3	6	23	51	197



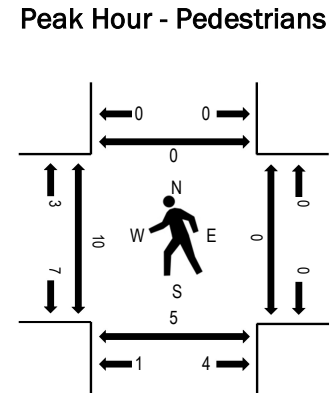
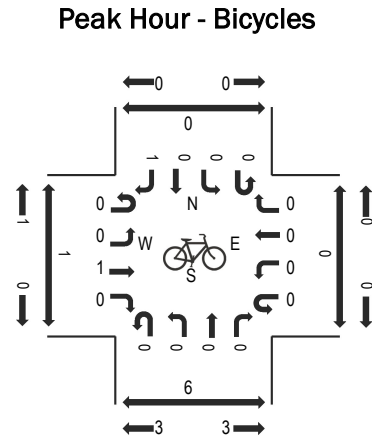
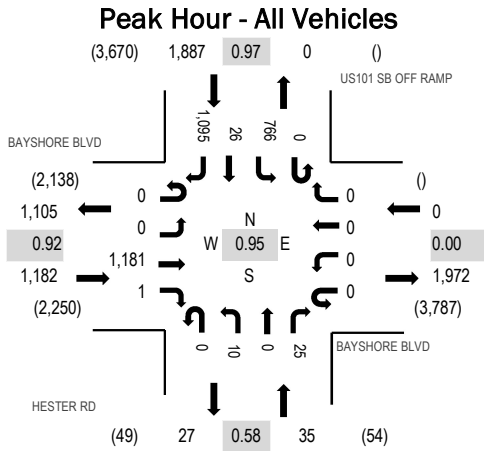
(303) 216-2439
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Location: 8 HESTER RD & BAYSHORE BLVD PM

Date: Thursday, February 28, 2019

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BAYSHORE BLVD Eastbound				BAYSHORE BLVD Westbound				HESTER RD Northbound				US101 SB OFF RAMP Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	268	1	0	0	0	0	0	0	0	4	0	201	1	268	743	3,032	3	0	2	0
4:15 PM	0	0	296	0	0	0	0	0	0	4	0	2	0	182	5	225	714	3,065	6	0	3	0
4:30 PM	0	0	281	0	0	0	0	0	0	7	0	8	0	176	4	285	761	3,104	3	0	0	0
4:45 PM	0	0	322	0	0	0	0	0	0	1	0	5	0	216	6	264	814	3,057	2	0	0	0
5:00 PM	0	0	290	1	0	0	0	0	0	1	0	5	0	195	6	278	776	2,942	2	0	1	0
5:15 PM	0	0	288	0	0	0	0	0	0	1	0	7	0	179	10	268	753		3	0	4	0
5:30 PM	0	0	248	2	0	0	0	0	0	0	0	4	0	183	6	271	714		3	0	2	0
5:45 PM	0	0	252	1	0	0	0	0	0	2	0	3	0	172	6	263	699		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	1	7
Bicycles on Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Lights	0	0	1,126	1	0	0	0	0	0	10	0	25	0	753	26	1,044	2,985
Mediums	0	0	48	0	0	0	0	0	0	0	0	0	0	13	0	49	110
Total	0	0	1,181	1	0	0	0	0	0	10	0	25	0	766	26	1,095	3,104



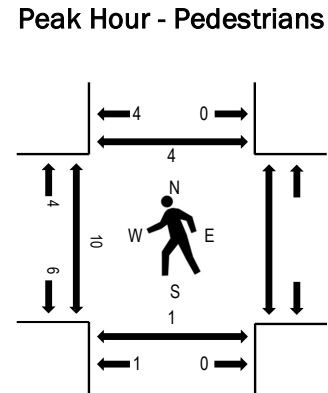
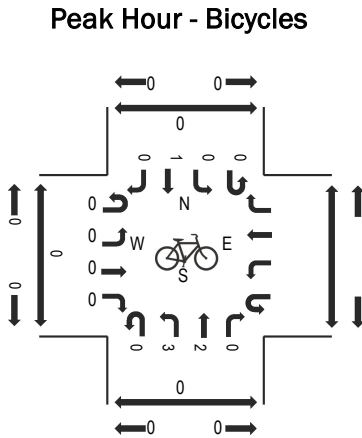
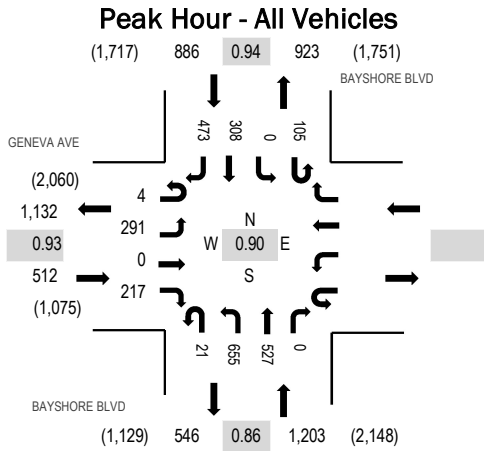
(303) 216-2439
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Location: 9 BAYSHORE BLVD & GENEVA AVE PM

Date: Thursday, February 28, 2019

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GENEVA AVE Eastbound				Westbound				BAYSHORE BLVD Northbound				BAYSHORE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	83	0	71					1	90	109	0	21	0	67	106	548	2,349	2		0	1
4:15 PM	0	68	0	72					2	118	106	0	24	0	77	107	574	2,434	5		0	0
4:30 PM	0	87	0	59					1	128	124	0	26	0	82	101	608	2,585	3		0	2
4:45 PM	1	84	0	50					2	137	107	0	25	0	80	133	619	2,601	1		1	0
5:00 PM	0	75	0	60					4	156	128	0	30	0	79	101	633	2,591	1		0	0
5:15 PM	1	73	0	58					12	183	161	0	23	0	86	128	725		6		0	1
5:30 PM	2	59	0	49					3	179	131	0	27	0	63	111	624		2		0	3
5:45 PM	2	59	0	62					1	163	102	0	19	0	88	113	609		0		0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1					0	1	5	0	0	0	1	0	9
Bicycles on Road	0	0	0	0					0	3	2	0	0	0	1	0	6
Lights	4	274	0	204					21	646	507	0	99	0	291	466	2,512
Mediums	0	16	0	12					0	5	13	0	6	0	15	7	74
Total	4	291	0	217					21	655	527	0	105	0	308	473	2,601



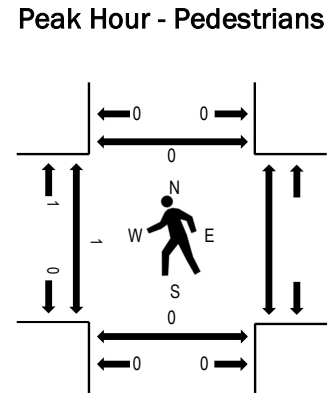
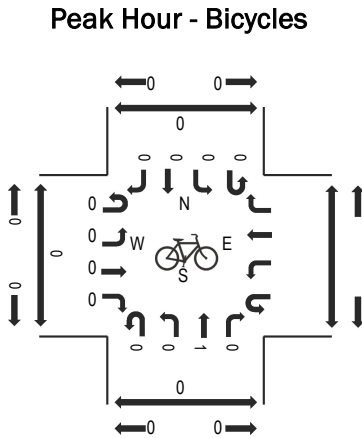
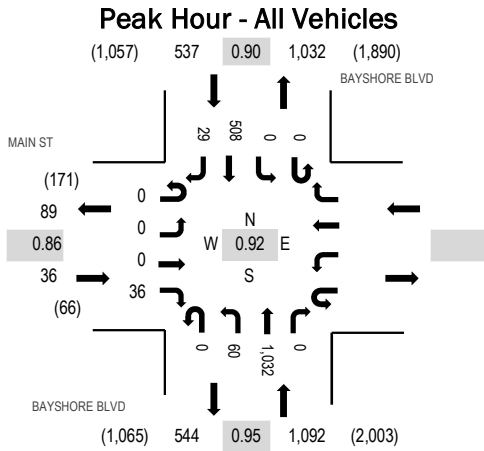
(303) 216-2439
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Location: 10 BAYSHORE BLVD & MAIN ST PM

Date: Thursday, February 28, 2019

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MAIN ST Eastbound				Westbound				BAYSHORE BLVD Northbound				BAYSHORE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	5					0	11	181	0	0	0	124	4	325	1,465	1		0	0
4:15 PM	0	0	0	5					0	14	205	0	0	0	122	7	353	1,594	0		0	0
4:30 PM	0	0	0	10					0	12	238	0	0	0	140	5	405	1,654	0		0	0
4:45 PM	0	0	0	10					0	21	223	0	0	0	123	5	382	1,665	0		0	0
5:00 PM	0	0	0	11					0	13	275	0	0	0	146	9	454	1,661	0		0	0
5:15 PM	0	0	0	7					0	13	263	0	0	0	121	9	413		0		0	0
5:30 PM	0	0	0	8					0	13	271	0	0	0	118	6	416		1		0	0
5:45 PM	0	1	0	9					0	17	233	0	0	0	106	12	378		0		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	3	0	0	0	0	0	3
Bicycles on Road	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	0	0	35					0	60	1,015	0	0	0	489	28	1,627
Mediums	0	0	0	1					0	0	13	0	0	0	19	1	34
Total	0	0	0	36					0	60	1,032	0	0	0	508	29	1,665



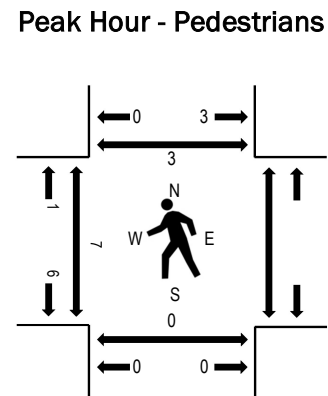
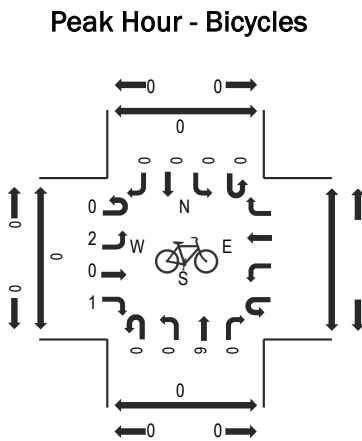
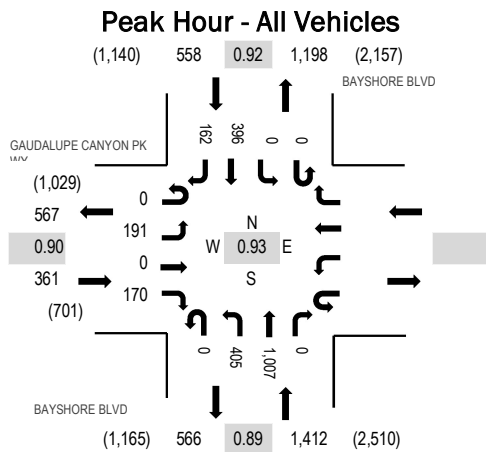
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Location: 11 BAYSHORE BLVD & GAUDALUPE CANYON PKWY PM

Date: Thursday, February 28, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GAUDALUPE CANYON PKWY Eastbound				Westbound				BAYSHORE BLVD Northbound				BAYSHORE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	44	0	32					0	79	164	0	0	0	110	30	459	2,020	4		0	0
4:15 PM	0	27	0	49					0	87	187	0	0	0	113	40	503	2,121	3		0	0
4:30 PM	0	62	0	38					0	75	193	0	0	0	114	45	527	2,242	0		0	0
4:45 PM	0	47	0	41					0	78	235	0	0	0	102	28	531	2,317	0		0	0
5:00 PM	0	55	0	43					0	78	240	0	0	0	107	37	560	2,331	1		0	2
5:15 PM	0	58	0	52					0	112	256	0	0	0	112	34	624		4		0	1
5:30 PM	0	41	0	37					0	117	279	0	0	0	89	39	602		1		0	0
5:45 PM	0	37	0	38					0	98	232	0	0	0	88	52	545		1		0	0

Peak Rolling Hour Flow Rates






















Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	3	0	0	0	3	1	7
Bicycles on Road	0	2	0	1					0	0	6	0	0	0	0	0	9
Lights	0	186	0	163					0	403	980	0	0	0	378	154	2,264
Mediums	0	3	0	6					0	2	18	0	0	0	15	7	51
Total	0	191	0	170					0	405	1,007	0	0	0	396	162	2,331

Appendix B

Intersection Level of Service Calculations

Existing AM Peak Hour
1: Carter St & Martin St

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	2	12	130	2	34	2	310	89	7	656	2
Future Volume (vph)	3	2	12	130	2	34	2	310	89	7	656	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1796	1583		1775	1536	1770	1863	1547	1766	1862	
Flt Permitted		0.82	1.00		0.73	1.00	0.29	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1522	1583		1353	1536	538	1863	1547	1041	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	2	13	140	2	37	2	333	96	8	705	2
RTOR Reduction (vph)	0	0	10	0	0	30	0	0	40	0	0	0
Lane Group Flow (vph)	0	5	3	0	142	7	2	333	56	8	707	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		6.9	6.9		6.9	6.9	20.8	20.8	20.8	20.8	20.8	
Effective Green, g (s)		6.9	6.9		6.9	6.9	20.8	20.8	20.8	20.8	20.8	
Actuated g/C Ratio		0.19	0.19		0.19	0.19	0.58	0.58	0.58	0.58	0.58	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		294	305		261	296	313	1085	901	606	1084	
v/s Ratio Prot								0.18			c0.38	
v/s Ratio Perm		0.00	0.00		c0.10	0.00	0.00		0.04	0.01		
v/c Ratio		0.02	0.01		0.54	0.02	0.01	0.31	0.06	0.01	0.65	
Uniform Delay, d1		11.7	11.6		13.0	11.7	3.1	3.8	3.2	3.1	5.0	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		2.3	0.0	0.0	0.2	0.0	0.0	1.4	
Delay (s)		11.7	11.6		15.3	11.7	3.1	3.9	3.3	3.1	6.4	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		11.7			14.6			3.8			6.4	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			6.7									
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			35.7									
Intersection Capacity Utilization			55.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

04/11/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	252	483	153	129	507	267
Future Volume (vph)	252	483	153	129	507	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	274	525	166	140	551	290
RTOR Reduction (vph)	0	0	0	119	0	164
Lane Group Flow (vph)	274	525	166	21	551	126
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	10.0	21.8	7.8	7.8	23.0	23.0
Effective Green, g (s)	10.0	21.8	7.8	7.8	23.0	23.0
Actuated g/C Ratio	0.19	0.41	0.15	0.15	0.44	0.44
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	335	1461	522	233	1495	689
v/s Ratio Prot	c0.15	c0.15	0.05		c0.16	
v/s Ratio Perm				0.01		0.08
v/c Ratio	0.82	0.36	0.32	0.09	0.37	0.18
Uniform Delay, d1	20.5	10.7	20.1	19.4	10.0	9.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.3	0.2	0.4	0.2	0.7	0.6
Delay (s)	34.8	10.8	20.5	19.6	10.7	9.7
Level of Service	C	B	C	B	B	A
Approach Delay (s)		19.1	20.1		10.4	
Approach LOS		B	C		B	



















Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Existing AM Peak Hour
3: Schwerin St & Geneva Ave

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	790	30	51	427	43	23	46	93	42	28	143
Future Volume (vph)	127	790	30	51	427	43	23	46	93	42	28	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.92			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1765	3513		1752	3478			1678			1643	
Flt Permitted	0.34	1.00		0.33	1.00			0.95			0.93	
Satd. Flow (perm)	632	3513		605	3478			1604			1537	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	832	32	54	449	45	24	48	98	44	29	151
RTOR Reduction (vph)	0	3	0	0	8	0	0	71	0	0	108	0
Lane Group Flow (vph)	134	861	0	54	486	0	0	99	0	0	116	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.6	22.6		12.3	12.3			8.6			8.6	
Effective Green, g (s)	22.6	22.6		12.3	12.3			8.6			8.6	
Actuated g/C Ratio	0.58	0.58		0.31	0.31			0.22			0.22	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	546	2025		189	1091			351			337	
v/s Ratio Prot	0.04	c0.25			0.14							
v/s Ratio Perm	0.10			0.09				0.06			c0.08	
v/c Ratio	0.25	0.43		0.29	0.45			0.28			0.35	
Uniform Delay, d1	4.1	4.7		10.1	10.7			12.7			12.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	0.1		0.8	0.3			0.4			0.6	
Delay (s)	4.3	4.8		11.0	11.0			13.2			13.5	
Level of Service	A	A		B	B			B			B	
Approach Delay (s)		4.7			11.0			13.2			13.5	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			8.3			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			39.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			60.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												




Existing AM Peak Hour
4: Schwerin St & Otilia St

04/11/2019

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	22	28	107	77	48
Future Vol, veh/h	50	22	28	107	77	48
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	26	33	124	90	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.1	8.3	7.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	21%	69%	0%
Vol Thru, %	79%	0%	62%
Vol Right, %	0%	31%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	135	72	125
LT Vol	28	50	0
Through Vol	107	0	77
RT Vol	0	22	48
Lane Flow Rate	157	84	145
Geometry Grp	1	1	1
Degree of Util (X)	0.185	0.106	0.164
Departure Headway (Hd)	4.233	4.543	4.074
Convergence, Y/N	Yes	Yes	Yes
Cap	834	793	885
Service Time	2.329	2.55	2.074
HCM Lane V/C Ratio	0.188	0.106	0.164
HCM Control Delay	8.3	8.1	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.4	0.6





Existing AM Peak Hour
5: Schwerin St & Partridge St

04/11/2019

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	10	0	0	0	6	130	0	0	65	4
Future Vol, veh/h	10	0	10	0	0	0	6	130	0	0	65	4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	11	0	0	0	6	138	0	0	69	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	0	7.8	7.4
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	50%	0%	0%
Vol Thru, %	96%	0%	100%	94%
Vol Right, %	0%	50%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	20	0	69
LT Vol	6	10	0	0
Through Vol	130	0	0	65
RT Vol	0	10	0	4
Lane Flow Rate	145	21	0	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.024	0	0.082
Departure Headway (Hd)	4.035	4.107	4.426	4.045
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	857	0	883
Service Time	2.059	2.201	2.426	2.083
HCM Lane V/C Ratio	0.163	0.025	0	0.083
HCM Control Delay	7.8	7.3	7.4	7.4
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0.1	0	0.3





Existing AM Peak Hour
6: ./Schwerin St & Martin St

04/11/2019

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	5	4	4	8	8	7	52	3	6	21	37
Future Vol, veh/h	48	5	4	4	8	8	7	52	3	6	21	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	5	4	4	9	9	7	55	3	6	22	39
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.2	7.5	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	84%	20%	9%
Vol Thru, %	84%	9%	40%	33%
Vol Right, %	5%	7%	40%	58%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	57	20	64
LT Vol	7	48	4	6
Through Vol	52	5	8	21
RT Vol	3	4	8	37
Lane Flow Rate	66	61	21	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.073	0.024	0.072
Departure Headway (Hd)	4.123	4.31	4.014	3.799
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	825	881	933
Service Time	2.18	2.369	2.086	1.861
HCM Lane V/C Ratio	0.077	0.074	0.024	0.073
HCM Control Delay	7.5	7.7	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2

Existing AM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101




















04/11/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		←	←	↓	→
Traffic Volume (vph)	1031	5	144	784	16	650
Future Volume (vph)	1031	5	144	784	16	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.96	1.00
Satd. Flow (prot)	3536		1611	3221	1619	2664
Flt Permitted	1.00		1.00	0.95	0.96	1.00
Satd. Flow (perm)	3536		1611	3221	1619	2664
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1121	5	157	852	17	707
RTOR Reduction (vph)	1	0	0	437	206	534
Lane Group Flow (vph)	1125	0	157	142	84	173
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	32.6		13.3	18.8	18.8	18.8
Effective Green, g (s)	32.6		13.3	18.8	18.8	18.8
Actuated g/C Ratio	0.43		0.17	0.25	0.25	0.25
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1502		279	789	396	652
v/s Ratio Prot	c0.32		c0.10	0.04	0.05	
v/s Ratio Perm						c0.07
v/c Ratio	0.75		0.56	0.18	0.21	0.27
Uniform Delay, d1	18.6		29.0	22.9	23.1	23.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1		2.6	0.1	0.3	0.2
Delay (s)	20.7		31.6	23.0	23.3	23.6
Level of Service	C		C	C	C	C
Approach Delay (s)	20.7				23.3	
Approach LOS	C				C	
Intersection Summary						
HCM 2000 Control Delay			22.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			76.7		Sum of lost time (s)	12.0
Intersection Capacity Utilization			62.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Existing AM Peak Hour
8: Bayshore Blvd & Geneva Ave

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	385	0	516	0	0	0	293	289	0	72	475	260
Future Volume (vph)	385	0	516	0	0	0	293	289	0	72	475	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97		0.88				0.97	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00		0.98				1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Frt	1.00		0.85				1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433		2726				3433	3539		1770	3539	2709
Flt Permitted	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433		2726				3433	3539		1770	3539	2709
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	410	0	549	0	0	0	312	307	0	77	505	277
RTOR Reduction (vph)	0	0	425	0	0	0	0	0	0	0	0	193
Lane Group Flow (vph)	410	0	124	0	0	0	312	307	0	77	505	84
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot		Perm				Prot	NA		Prot	NA	Perm
Protected Phases	4						5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	9.5		9.5				7.8	17.2		3.4	12.8	12.8
Effective Green, g (s)	9.5		9.5				7.8	17.2		3.4	12.8	12.8
Actuated g/C Ratio	0.23		0.23				0.19	0.41		0.08	0.30	0.30
Clearance Time (s)	4.0		4.0				4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0				3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	774		615				636	1445		142	1075	823
v/s Ratio Prot	c0.12						c0.09	0.09		0.04	c0.14	
v/s Ratio Perm			0.05									0.03
v/c Ratio	0.53		0.20				0.49	0.21		0.54	0.47	0.10
Uniform Delay, d1	14.3		13.2				15.4	8.1		18.6	11.9	10.5
Progression Factor	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7		0.2				0.6	0.1		4.2	0.3	0.1
Delay (s)	15.0		13.4				16.0	8.1		22.8	12.2	10.6
Level of Service	B		B				B	A		C	B	B
Approach Delay (s)		14.1			0.0			12.1			12.6	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.1				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			42.1				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			45.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM Peak Hour
9: Bayshore Blvd & Main St

04/11/2019

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↗↘	↗↘	↗
Traffic Vol, veh/h	0	62	18	525	1003	13
Future Vol, veh/h	0	62	18	525	1003	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	65	19	547	1045	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	523	1045
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	499	661
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	499	661
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	661	-	499	-	-
HCM Lane V/C Ratio	0.028	-	0.129	-	-
HCM Control Delay (s)	10.6	-	13.3	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Existing AM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy




04/11/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	↑↑	↑↑	→
Traffic Volume (vph)	155	588	178	479	803	223
Future Volume (vph)	155	588	178	479	803	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3401	1583	1770	3539	3539	1553
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3401	1583	1770	3539	3539	1553
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	161	612	185	499	836	232
RTOR Reduction (vph)	0	216	0	0	0	135
Lane Group Flow (vph)	161	397	185	499	836	97
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	15.9	15.9	7.0	36.0	25.0	25.0
Effective Green, g (s)	15.9	15.9	7.0	36.0	25.0	25.0
Actuated g/C Ratio	0.27	0.27	0.12	0.60	0.42	0.42
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	902	420	206	2126	1477	648
v/s Ratio Prot			c0.10	0.14	c0.24	
v/s Ratio Perm	0.05	c0.25				0.06
v/c Ratio	0.18	0.95	0.90	0.23	0.57	0.15
Uniform Delay, d1	17.0	21.6	26.1	5.6	13.3	10.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	30.1	35.7	0.3	1.6	0.5
Delay (s)	17.1	51.7	61.8	5.8	14.9	11.3
Level of Service	B	D	E	A	B	B
Approach Delay (s)	44.5			20.9	14.1	
Approach LOS	D			C	B	
Intersection Summary						
HCM 2000 Control Delay			25.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			59.9		Sum of lost time (s)	12.0
Intersection Capacity Utilization			65.3%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Existing AM Peak Hour
11: Schwerin St & A Street

04/11/2019

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	108	0	0	64
Future Vol, veh/h	0	0	108	0	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	115	0	0	68

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	183	115	0	0	115	0
Stage 1	115	-	-	-	-	-
Stage 2	68	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	806	937	-	-	1474	-
Stage 1	910	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	806	937	-	-	1474	-
Mov Cap-2 Maneuver	806	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1474
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Existing AM Peak Hour
12: Martin St & B Street

04/11/2019

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	20	0	0	0
Future Vol, veh/h	0	14	20	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	21	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	21	0	36
Stage 1	-	-	21
Stage 2	-	-	15
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1595	-	977
Stage 1	-	-	1002
Stage 2	-	-	1008
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1595	-	977
Mov Cap-2 Maneuver	-	-	977
Stage 1	-	-	1002
Stage 2	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Existing AM Peak Hour
13: Linda Vista Dr & Martin St extension

04/11/2019

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 0 0 0 62 31 0

Future Vol, veh/h 0 0 0 62 31 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 0 0 66 33 0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 99 33 33 0 - 0

Stage 1 33 - - - - -

Stage 2 66 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 900 1041 1579 - - -

Stage 1 989 - - - - -

Stage 2 957 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 900 1041 1579 - - -

Mov Cap-2 Maneuver 900 - - - - -

Stage 1 989 - - - - -

Stage 2 957 - - - - -

Approach EB NB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1579 - - - - -

HCM Lane V/C Ratio - - - - -






















HCM Control Delay (s) 0 - 0 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - - - -

Existing+Project AM Peak Hour
1: Carter St & Martin St

06/18/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	2	12	135	2	34	2	311	94	7	656	2
Future Volume (vph)	3	2	12	135	2	34	2	311	94	7	656	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1796	1583		1775	1536	1770	1863	1547	1766	1862	
Flt Permitted		0.83	1.00		0.73	1.00	0.29	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1526	1583		1353	1536	537	1863	1547	1040	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	2	13	145	2	37	2	334	101	8	705	2
RTOR Reduction (vph)	0	0	10	0	0	30	0	0	42	0	0	0
Lane Group Flow (vph)	0	5	3	0	147	7	2	334	59	8	707	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		7.1	7.1		7.1	7.1	21.2	21.2	21.2	21.2	21.2	
Effective Green, g (s)		7.1	7.1		7.1	7.1	21.2	21.2	21.2	21.2	21.2	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.58	0.58	0.58	0.58	0.58	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		298	309		264	300	313	1088	903	607	1087	
v/s Ratio Prot								0.18			c0.38	
v/s Ratio Perm		0.00	0.00		c0.11	0.00	0.00		0.04	0.01		
v/c Ratio		0.02	0.01		0.56	0.02	0.01	0.31	0.07	0.01	0.65	
Uniform Delay, d1		11.8	11.8		13.2	11.8	3.2	3.8	3.3	3.2	5.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		2.5	0.0	0.0	0.2	0.0	0.0	1.4	
Delay (s)		11.8	11.8		15.7	11.8	3.2	4.0	3.3	3.2	6.5	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		11.8			14.9			3.8			6.4	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.8			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		36.3			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		55.6%			ICU Level of Service			B				
Analysis Period (min)		15										
c Critical Lane Group												

Existing+Project AM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

06/18/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	257	485	162	129	507	272
Future Volume (vph)	257	485	162	129	507	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	527	176	140	551	296
RTOR Reduction (vph)	0	0	0	119	0	167
Lane Group Flow (vph)	279	527	176	21	551	129
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	10.0	21.9	7.9	7.9	23.0	23.0
Effective Green, g (s)	10.0	21.9	7.9	7.9	23.0	23.0
Actuated g/C Ratio	0.19	0.41	0.15	0.15	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	334	1465	528	236	1492	688
v/s Ratio Prot	c0.16	c0.15	0.05		c0.16	
v/s Ratio Perm				0.01		0.08
v/c Ratio	0.84	0.36	0.33	0.09	0.37	0.19
Uniform Delay, d1	20.7	10.7	20.1	19.4	10.1	9.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.3	0.2	0.4	0.2	0.7	0.6
Delay (s)	37.0	10.8	20.5	19.6	10.8	9.8
Level of Service	D	B	C	B	B	A
Approach Delay (s)		19.9	20.1		10.4	
Approach LOS		B	C		B	



















Intersection Summary

HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	52.9	Sum of lost time (s)	12.0
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Existing+Project AM Peak Hour
3: Schwerin St & Geneva Ave

06/18/2019




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	790	42	57	427	43	36	48	173	42	30	143
Future Volume (vph)	127	790	42	57	427	43	36	48	173	42	30	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.98			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.91			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1765	3503		1752	3478			1651			1646	
Flt Permitted	0.34	1.00		0.33	1.00			0.93			0.92	
Satd. Flow (perm)	631	3503		600	3478			1545			1524	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	134	832	44	60	449	45	38	51	182	44	32	151
RTOR Reduction (vph)	0	5	0	0	11	0	0	41	0	0	108	0
Lane Group Flow (vph)	134	871	0	60	483	0	0	230	0	0	119	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	20.0	20.0		12.3	12.3			11.3			11.3	
Effective Green, g (s)	20.0	20.0		12.3	12.3			11.3			11.3	
Actuated g/C Ratio	0.51	0.51		0.31	0.31			0.29			0.29	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	427	1782		187	1088			444			438	
v/s Ratio Prot	0.03	c0.25			0.14							
v/s Ratio Perm	0.13			0.10				c0.15			0.08	
v/c Ratio	0.31	0.49		0.32	0.44			0.52			0.27	
Uniform Delay, d1	5.4	6.3		10.3	10.8			11.7			10.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.4	0.2		1.0	0.3			1.0			0.3	
Delay (s)	5.9	6.5		11.3	11.1			12.8			11.2	
Level of Service	A	A		B	B			B			B	
Approach Delay (s)		6.4			11.1			12.8			11.2	
Approach LOS		A			B			B			B	
Intersection Summary												
HCM 2000 Control Delay			9.0			HCM 2000 Level of Service			A			
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			39.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			60.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Existing+Project AM Peak Hour
4: Schwerin St & Otilia St

06/18/2019

Intersection

Intersection Delay, s/veh 9
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	23	28	209	99	48
Future Vol, veh/h	50	23	28	209	99	48
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	27	33	243	115	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.5	9.5	8.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	12%	68%	0%
Vol Thru, %	88%	0%	67%
Vol Right, %	0%	32%	33%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	237	73	147
LT Vol	28	50	0
Through Vol	209	0	99
RT Vol	0	23	48
Lane Flow Rate	276	85	171
Geometry Grp	1	1	1
Degree of Util (X)	0.333	0.114	0.201
Departure Headway (Hd)	4.344	4.852	4.237
Convergence, Y/N	Yes	Yes	Yes
Cap	830	739	848
Service Time	2.36	2.879	2.255
HCM Lane V/C Ratio	0.333	0.115	0.202
HCM Control Delay	9.5	8.5	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.5	0.4	0.7

Existing+Project AM Peak Hour
5: Schwerin St & Partridge St

06/18/2019

Intersection

Intersection Delay, s/veh 8.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	27	4	12	0	6	131	6	130	0	49	65	7
Future Vol, veh/h	27	4	12	0	6	131	6	130	0	49	65	7
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	4	13	0	6	139	6	138	0	52	69	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.9	8.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	63%	0%	40%
Vol Thru, %	96%	9%	4%	54%
Vol Right, %	0%	28%	96%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	43	137	121
LT Vol	6	27	0	49
Through Vol	130	4	6	65
RT Vol	0	12	131	7
Lane Flow Rate	145	46	146	129
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.06	0.164	0.163
Departure Headway (Hd)	4.502	4.684	4.05	4.556
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	765	886	788
Service Time	2.528	2.712	2.071	2.583
HCM Lane V/C Ratio	0.182	0.06	0.165	0.164
HCM Control Delay	8.5	8	7.9	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.6	0.6

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	48	5	4	4	8	8	7	52	3	6	21	42
Future Vol, veh/h	48	5	4	4	8	8	7	52	3	6	21	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	5	4	4	9	9	7	55	3	6	22	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.2	7.5	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	84%	20%	9%
Vol Thru, %	84%	9%	40%	30%
Vol Right, %	5%	7%	40%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	57	20	69
LT Vol	7	48	4	6
Through Vol	52	5	8	21
RT Vol	3	4	8	42
Lane Flow Rate	66	61	21	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.073	0.024	0.077
Departure Headway (Hd)	4.126	4.318	4.022	3.779
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	823	879	938
Service Time	2.184	2.378	2.095	1.841
HCM Lane V/C Ratio	0.077	0.074	0.024	0.078
HCM Control Delay	7.5	7.7	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.2

Existing+Project AM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101




















06/18/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↗	↘	↓	↘
Traffic Volume (vph)	1099	5	144	784	16	650
Future Volume (vph)	1099	5	144	784	16	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.96	1.00
Satd. Flow (prot)	3536		1611	3221	1619	2660
Flt Permitted	1.00		1.00	0.95	0.96	1.00
Satd. Flow (perm)	3536		1611	3221	1619	2660
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1195	5	157	852	17	707
RTOR Reduction (vph)	1	0	0	444	209	543
Lane Group Flow (vph)	1199	0	157	135	81	164
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	35.4		13.3	18.4	18.4	18.4
Effective Green, g (s)	35.4		13.3	18.4	18.4	18.4
Actuated g/C Ratio	0.45		0.17	0.23	0.23	0.23
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1582		270	749	376	618
v/s Ratio Prot	c0.34		c0.10	0.04	0.05	
v/s Ratio Perm						c0.06
v/c Ratio	0.76		0.58	0.18	0.21	0.27
Uniform Delay, d1	18.3		30.3	24.3	24.5	24.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1		3.2	0.1	0.3	0.2
Delay (s)	20.4		33.5	24.4	24.8	25.1
Level of Service	C		C	C	C	C
Approach Delay (s)	20.4				24.8	
Approach LOS	C				C	
Intersection Summary						
HCM 2000 Control Delay			23.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			79.1		Sum of lost time (s)	12.0
Intersection Capacity Utilization			64.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Existing+Project AM Peak Hour
8: Bayshore Blvd & Geneva Ave

06/18/2019






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	458	0	516	0	0	0	293	291	0	72	486	270
Future Volume (vph)	458	0	516	0	0	0	293	291	0	72	486	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	0.97		0.88				0.97	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00		0.98				1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Frt	1.00		0.85				1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433		2727				3433	3539		1770	3539	2708
Flt Permitted	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3433		2727				3433	3539		1770	3539	2708
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	487	0	549	0	0	0	312	310	0	77	517	287
RTOR Reduction (vph)	0	0	419	0	0	0	0	0	0	0	0	191
Lane Group Flow (vph)	487	0	130	0	0	0	312	310	0	77	517	96
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot		Perm				Prot	NA		Prot	NA	Perm
Protected Phases	4						5	2		1	6	
Permitted Phases			4									6
Actuated Green, G (s)	10.5		10.5				7.1	18.6		3.4	14.9	14.9
Effective Green, g (s)	10.5		10.5				7.1	18.6		3.4	14.9	14.9
Actuated g/C Ratio	0.24		0.24				0.16	0.42		0.08	0.33	0.33
Clearance Time (s)	4.0		4.0				4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0				3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	810		643				547	1479		135	1184	906
v/s Ratio Prot	c0.14						c0.09	c0.09		0.04	c0.15	
v/s Ratio Perm			0.05									0.04
v/c Ratio	0.60		0.20				0.57	0.21		0.57	0.44	0.11
Uniform Delay, d1	15.1		13.6				17.3	8.3		19.8	11.5	10.2
Progression Factor	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.3		0.2				1.4	0.1		5.7	0.3	0.1
Delay (s)	16.4		13.8				18.7	8.3		25.6	11.8	10.3
Level of Service	B		B				B	A		C	B	B
Approach Delay (s)		15.0			0.0			13.5			12.5	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.49									
Actuated Cycle Length (s)			44.5				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			48.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Existing+Project AM Peak Hour
9: Bayshore Blvd & Main St

06/18/2019

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	99	23	525	1003	13
Future Vol, veh/h	0	99	23	525	1003	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	103	24	547	1045	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	523	1045
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	499	661
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	-	499	661
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	661	-	499	-	-
HCM Lane V/C Ratio	0.036	-	0.207	-	-
HCM Control Delay (s)	10.7	-	14.1	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Existing+Project AM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

06/18/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	↑↑	↑↑	↔
Traffic Volume (vph)	155	589	178	485	834	231
Future Volume (vph)	155	589	178	485	834	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3401	1583	1770	3539	3539	1553
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3401	1583	1770	3539	3539	1553
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	161	614	185	505	869	241
RTOR Reduction (vph)	0	211	0	0	0	141
Lane Group Flow (vph)	161	403	185	505	869	100
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	16.0	16.0	7.0	36.0	25.0	25.0
Effective Green, g (s)	16.0	16.0	7.0	36.0	25.0	25.0
Actuated g/C Ratio	0.27	0.27	0.12	0.60	0.42	0.42
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	906	422	206	2123	1474	647
v/s Ratio Prot			c0.10	0.14	c0.25	
v/s Ratio Perm	0.05	c0.25				0.06
v/c Ratio	0.18	0.95	0.90	0.24	0.59	0.16
Uniform Delay, d1	16.9	21.6	26.1	5.6	13.5	10.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	32.1	35.7	0.3	1.7	0.5
Delay (s)	17.0	53.7	61.8	5.9	15.3	11.4
Level of Service	B	D	E	A	B	B
Approach Delay (s)	46.1			20.9	14.4	
Approach LOS	D			C	B	
Intersection Summary						
HCM 2000 Control Delay			25.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.76			
Actuated Cycle Length (s)			60.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			66.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Existing+Project AM Peak Hour
11: Schwerin St & A Street

06/18/2019

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	121	5	0	64
Future Vol, veh/h	10	0	121	5	0	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	129	5	0	68




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	200	132	0
Stage 1	132	-	-
Stage 2	68	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	789	917	-
Stage 1	894	-	-
Stage 2	955	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	789	917	-
Mov Cap-2 Maneuver	789	-	-
Stage 1	894	-	-
Stage 2	955	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	789	1451
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	9.6	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	20	9	42	0
Future Vol, veh/h	0	14	20	9	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	21	10	45	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	31	0	0 41 26
Stage 1	-	-	- 26 -
Stage 2	-	-	- 15 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1582	-	- 970 1050
Stage 1	-	-	- 997 -
Stage 2	-	-	- 1008 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1582	-	- 970 1050
Mov Cap-2 Maneuver	-	-	- 970 -
Stage 1	-	-	- 997 -
Stage 2	-	-	- 1008 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	970
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Existing+Project AM Peak Hour
13: Linda Vista Dr & Martin St extension

06/18/2019

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	0	0	72	31	9
Future Vol, veh/h	39	0	0	72	31	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	0	0	77	33	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	115	38	43
Stage 1	38	-	-
Stage 2	77	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	881	1034	1566
Stage 1	984	-	-
Stage 2	946	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	881	1034	1566
Mov Cap-2 Maneuver	881	-	-
Stage 1	984	-	-
Stage 2	946	-	-






















Approach	EB	NB	SB
HCM Control Delay, s	9.3	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	881	-	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s)	0	-	9.3	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Cumulative No Project AM Peak Hour

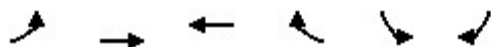
1: Carter St & Martin St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	9	5	197	2	35	2	307	97	9	719	2
Future Volume (vph)	3	9	5	197	2	35	2	307	97	9	719	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1837	1583		1775	1536	1770	1863	1547	1766	1862	
Flt Permitted		0.91	1.00		0.72	1.00	0.24	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1689	1583		1339	1536	438	1863	1547	1044	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	10	5	212	2	38	2	330	104	10	773	2
RTOR Reduction (vph)	0	0	4	0	0	30	0	0	44	0	0	0
Lane Group Flow (vph)	0	13	1	0	214	8	2	330	60	10	775	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		7.3	7.3		7.3	7.3	20.6	20.6	20.6	20.6	20.6	
Effective Green, g (s)		7.3	7.3		7.3	7.3	20.6	20.6	20.6	20.6	20.6	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.57	0.57	0.57	0.57	0.57	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		343	321		272	312	251	1069	887	599	1068	
v/s Ratio Prot								0.18			c0.42	
v/s Ratio Perm		0.01	0.00		c0.16	0.01	0.00		0.04	0.01		
v/c Ratio		0.04	0.00		0.79	0.02	0.01	0.31	0.07	0.02	0.73	
Uniform Delay, d1		11.5	11.4		13.6	11.4	3.3	4.0	3.4	3.3	5.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		13.9	0.0	0.0	0.2	0.0	0.0	2.5	
Delay (s)		11.5	11.4		27.5	11.5	3.3	4.1	3.4	3.3	8.1	
Level of Service		B	B		C	B	A	A	A	A	A	
Approach Delay (s)		11.5			25.1			4.0			8.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.7										
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		35.9										
Intersection Capacity Utilization		62.3%										
Analysis Period (min)		15										
c Critical Lane Group												

Cumulative No Project AM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

05/24/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	270	647	214	128	496	407
Future Volume (vph)	270	647	214	128	496	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	293	703	233	139	539	442
RTOR Reduction (vph)	0	0	0	116	0	254
Lane Group Flow (vph)	293	703	233	23	539	188
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	10.0	23.0	9.0	9.0	23.0	23.0
Effective Green, g (s)	10.0	23.0	9.0	9.0	23.0	23.0
Actuated g/C Ratio	0.19	0.43	0.17	0.17	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	327	1507	589	263	1462	674
v/s Ratio Prot	c0.17	c0.20	0.07		c0.16	
v/s Ratio Perm				0.01		0.12
v/c Ratio	0.90	0.47	0.40	0.09	0.37	0.28
Uniform Delay, d1	21.5	11.1	20.1	19.0	10.6	10.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	25.4	0.2	0.4	0.1	0.7	1.0
Delay (s)	46.8	11.3	20.5	19.2	11.3	11.1
Level of Service	D	B	C	B	B	B
Approach Delay (s)		21.8	20.0		11.2	
Approach LOS		C	C		B	



















Intersection Summary

HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Cumulative No Project AM Peak Hour
3: Schwerin St & Geneva Ave

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1122	30	163	732	43	14	57	185	42	38	155
Future Volume (vph)	130	1122	30	163	732	43	14	57	185	42	38	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.97			0.97	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.90			0.91	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1766	3518		1750	3499			1629			1632	
Flt Permitted	0.27	1.00		0.23	1.00			0.98			0.80	
Satd. Flow (perm)	509	3518		419	3499			1595			1315	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	1181	32	172	771	45	15	60	195	44	40	163
RTOR Reduction (vph)	0	2	0	0	4	0	0	50	0	0	92	0
Lane Group Flow (vph)	137	1211	0	172	812	0	0	220	0	0	155	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	52.2	52.2		44.2	44.2			15.3			15.3	
Effective Green, g (s)	52.2	52.2		44.2	44.2			15.3			15.3	
Actuated g/C Ratio	0.69	0.69		0.59	0.59			0.20			0.20	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	418	2432		245	2048			323			266	
v/s Ratio Prot	0.02	c0.34			0.23							
v/s Ratio Perm	0.21			c0.41				c0.14			0.12	
v/c Ratio	0.33	0.50		0.70	0.40			0.68			0.58	
Uniform Delay, d1	4.7	5.5		11.0	8.5			27.8			27.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.5	0.2		8.8	0.1			5.8			3.2	
Delay (s)	5.2	5.6		19.8	8.6			33.6			30.4	
Level of Service	A	A		B	A			C			C	
Approach Delay (s)		5.6			10.5			33.6			30.4	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			12.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			75.5			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			81.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												




Cumulative No Project AM Peak Hour
4: Schwerin St & Otilia St

05/24/2019

Intersection

Intersection Delay, s/veh 9.5

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	21	22	207	200	48
Future Vol, veh/h	44	21	22	207	200	48
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	24	26	241	233	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.7	9.6	9.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	10%	68%	0%
Vol Thru, %	90%	0%	81%
Vol Right, %	0%	32%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	229	65	248
LT Vol	22	44	0
Through Vol	207	0	200
RT Vol	0	21	48
Lane Flow Rate	266	76	288
Geometry Grp	1	1	1
Degree of Util (X)	0.329	0.107	0.344
Departure Headway (Hd)	4.444	5.074	4.295
Convergence, Y/N	Yes	Yes	Yes
Cap	809	705	839
Service Time	2.467	3.112	2.317
HCM Lane V/C Ratio	0.329	0.108	0.343
HCM Control Delay	9.6	8.7	9.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.4	0.4	1.5





Cumulative No Project AM Peak Hour
5: Schwerin St & Partridge St

05/24/2019

Intersection

Intersection Delay, s/veh 8.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	0	4	0	0	0	7	135	0	0	115	43
Future Vol, veh/h	61	0	4	0	0	0	7	135	0	0	115	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	4	0	0	0	7	144	0	0	122	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	0	8.2	8
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	94%	0%	0%
Vol Thru, %	95%	0%	100%	73%
Vol Right, %	0%	6%	0%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	65	0	158
LT Vol	7	61	0	0
Through Vol	135	0	0	115
RT Vol	0	4	0	43
Lane Flow Rate	151	69	0	168
Geometry Grp	1	1	1	1
Degree of Util (X)	0.176	0.092	0	0.187
Departure Headway (Hd)	4.192	4.772	4.714	4.006
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	755	0	879
Service Time	2.288	2.772	2.717	2.105
HCM Lane V/C Ratio	0.18	0.091	0	0.191
HCM Control Delay	8.2	8.3	7.7	8
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.6	0.3	0	0.7

Cumulative No Project AM Peak Hour
6: ./Schwerin St & Martin St

05/24/2019

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	63	9	4	4	8	8	7	52	3	4	21	66
Future Vol, veh/h	63	9	4	4	8	8	7	52	3	4	21	66
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	10	4	4	9	9	7	55	3	4	22	70
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.3	7.6	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	83%	20%	4%
Vol Thru, %	84%	12%	40%	23%
Vol Right, %	5%	5%	40%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	76	20	91
LT Vol	7	63	4	4
Through Vol	52	9	8	21
RT Vol	3	4	8	66
Lane Flow Rate	66	81	21	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.098	0.024	0.1
Departure Headway (Hd)	4.18	4.366	4.079	3.736
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	813	865	946
Service Time	2.254	2.432	2.165	1.812
HCM Lane V/C Ratio	0.078	0.1	0.024	0.103
HCM Control Delay	7.6	7.9	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.3

Cumulative No Project AM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101

























05/24/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↑	↑↑	↑	↑↑
Traffic Volume (vph)	995	5	144	1295	16	1315
Future Volume (vph)	995	5	144	1295	16	1315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.95	1.00
Satd. Flow (prot)	3536		1611	3221	1617	2686
Flt Permitted	1.00		1.00	0.95	0.95	1.00
Satd. Flow (perm)	3536		1611	3221	1617	2686
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1082	5	157	1408	17	1429
RTOR Reduction (vph)	0	0	0	598	295	906
Lane Group Flow (vph)	1087	0	157	345	187	523
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	35.4		13.7	35.3	35.3	35.3
Effective Green, g (s)	35.4		13.7	35.3	35.3	35.3
Actuated g/C Ratio	0.37		0.14	0.37	0.37	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1298		228	1179	592	983
v/s Ratio Prot	c0.31		c0.10	0.11	0.12	
v/s Ratio Perm						c0.19
v/c Ratio	0.84		0.69	0.29	0.32	0.53
Uniform Delay, d1	27.9		39.3	21.7	21.9	24.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9		8.4	0.1	0.3	0.6
Delay (s)	32.7		47.7	21.8	22.2	24.6
Level of Service	C		D	C	C	C
Approach Delay (s)	32.7				23.3	
Approach LOS	C				C	
Intersection Summary						
HCM 2000 Control Delay			26.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.68			
Actuated Cycle Length (s)			96.4		Sum of lost time (s)	12.0
Intersection Capacity Utilization			71.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative No Project AM Peak Hour
8: Bayshore Blvd & Geneva Ave

05/24/2019






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	1029	312	254	528	94	210	190	520	200	1058	271
Future Volume (vph)	96	1029	312	254	528	94	210	190	520	200	1058	271
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	102	1095	332	270	562	100	223	202	553	213	1126	288
RTOR Reduction (vph)	0	0	126	0	0	63	0	0	191	0	0	151
Lane Group Flow (vph)	102	1095	206	270	562	37	223	202	362	213	1126	137
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	8.9	30.8	30.8	15.0	36.9	36.9	7.0	31.0	31.0	8.0	32.0	32.0
Effective Green, g (s)	8.9	30.8	30.8	15.0	36.9	36.9	7.0	31.0	31.0	8.0	32.0	32.0
Actuated g/C Ratio	0.09	0.31	0.31	0.15	0.37	0.37	0.07	0.31	0.31	0.08	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	156	1081	477	263	1861	579	238	1088	486	272	1123	850
v/s Ratio Prot	0.06	c0.31		c0.15	0.11		c0.06	0.06		0.06	c0.32	
v/s Ratio Perm			0.13			0.02			0.23			0.05
v/c Ratio	0.65	1.01	0.43	1.03	0.30	0.06	0.94	0.19	0.74	0.78	1.00	0.16
Uniform Delay, d1	44.5	35.0	28.0	42.9	22.8	20.7	46.7	25.6	31.3	45.5	34.4	24.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.5	30.6	0.6	62.5	0.1	0.0	40.9	0.1	6.1	13.7	27.5	0.1
Delay (s)	53.9	65.6	28.6	105.4	22.9	20.8	87.6	25.7	37.5	59.2	61.9	24.8
Level of Service	D	E	C	F	C	C	F	C	D	E	E	C
Approach Delay (s)		56.8			46.6			46.5			55.0	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			52.3		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			100.8		Sum of lost time (s)					16.0		
Intersection Capacity Utilization			91.1%		ICU Level of Service					F		
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative No Project AM Peak Hour
9: Bayshore Blvd & Main St

05/24/2019

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	61	11	868	1636	13
Future Vol, veh/h	0	61	11	868	1636	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	11	904	1704	14

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	852	1704
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	303	369
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	303	369
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	369	-	303	-	-
HCM Lane V/C Ratio	0.031	-	0.21	-	-
HCM Control Delay (s)	15.1	-	20	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Cumulative No Project AM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy




05/24/2019



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	246	650	215	693	1409	247
Future Volume (vph)	246	650	215	693	1409	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3404	1583	1770	3539	3539	1547
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3404	1583	1770	3539	3539	1547
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	256	677	224	722	1468	257
RTOR Reduction (vph)	0	185	0	0	0	114
Lane Group Flow (vph)	256	492	224	722	1468	143
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	27.0	27.0	12.0	55.0	39.0	39.0
Effective Green, g (s)	27.0	27.0	12.0	55.0	39.0	39.0
Actuated g/C Ratio	0.30	0.30	0.13	0.61	0.43	0.43
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1021	474	236	2162	1533	670
v/s Ratio Prot			c0.13	0.20	c0.41	
v/s Ratio Perm	0.08	c0.31				0.09
v/c Ratio	0.25	1.04	0.95	0.33	0.96	0.21
Uniform Delay, d1	23.8	31.5	38.7	8.6	24.7	15.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	51.6	44.0	0.4	14.9	0.7
Delay (s)	24.0	83.1	82.7	9.0	39.6	16.6
Level of Service	C	F	F	A	D	B
Approach Delay (s)	66.9			26.4	36.2	
Approach LOS	E			C	D	
Intersection Summary						
HCM 2000 Control Delay			41.6		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.98			
Actuated Cycle Length (s)			90.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			85.9%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative No Project AM Peak Hour
11: Schwerin St & A Street

05/24/2019

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	138	0	0	104
Future Vol, veh/h	0	0	138	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	147	0	0	111



Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	258	147	0	0	147	0
Stage 1	147	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	731	900	-	-	1435	-
Stage 1	880	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	731	900	-	-	1435	-
Mov Cap-2 Maneuver	731	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1435
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Cumulative No Project AM Peak Hour
12: Martin St & B Street

05/24/2019




Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	24	0	0	0
Future Vol, veh/h	0	27	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	26	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	26	0	-	0	55	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1588	-	-	-	953	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	953	1050
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	994	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1588	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Cumulative No Project AM Peak Hour
13: Linda Vista Dr & Martin St extension

05/24/2019

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	0	0	50	18	4
Future Vol, veh/h	15	0	0	50	18	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	0	0	53	19	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	74	21	23
Stage 1	21	-	-
Stage 2	53	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	930	1056	1592
Stage 1	1002	-	-
Stage 2	970	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	930	1056	1592
Mov Cap-2 Maneuver	930	-	-
Stage 1	1002	-	-
Stage 2	970	-	-























Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	930	-	-
HCM Lane V/C Ratio	-	-	0.017	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Cumulative With Project AM Peak Hour

1: Carter St & Martin St

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	9	11	197	2	35	2	312	99	9	719	2
Future Volume (vph)	3	9	11	197	2	35	2	312	99	9	719	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1837	1583		1775	1536	1770	1863	1547	1766	1862	
Flt Permitted		0.91	1.00		0.72	1.00	0.24	1.00	1.00	0.56	1.00	
Satd. Flow (perm)		1689	1583		1339	1536	438	1863	1547	1039	1862	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	10	12	212	2	38	2	335	106	10	773	2
RTOR Reduction (vph)	0	0	10	0	0	30	0	0	45	0	0	0
Lane Group Flow (vph)	0	13	2	0	214	8	2	335	61	10	775	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		7.3	7.3		7.3	7.3	20.6	20.6	20.6	20.6	20.6	
Effective Green, g (s)		7.3	7.3		7.3	7.3	20.6	20.6	20.6	20.6	20.6	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.57	0.57	0.57	0.57	0.57	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		343	321		272	312	251	1069	887	596	1068	
v/s Ratio Prot								0.18			c0.42	
v/s Ratio Perm		0.01	0.00		c0.16	0.01	0.00		0.04	0.01		
v/c Ratio		0.04	0.01		0.79	0.02	0.01	0.31	0.07	0.02	0.73	
Uniform Delay, d1		11.5	11.4		13.6	11.4	3.3	4.0	3.4	3.3	5.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		13.9	0.0	0.0	0.2	0.0	0.0	2.5	
Delay (s)		11.5	11.4		27.5	11.5	3.3	4.1	3.4	3.3	8.1	
Level of Service		B	B		C	B	A	A	A	A	A	
Approach Delay (s)		11.5			25.1			4.0			8.0	
Approach LOS		B			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.7									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			35.9									
Intersection Capacity Utilization			62.3%									
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative With Project AM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

05/24/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	273	661	228	129	504	407
Future Volume (vph)	273	661	228	129	504	407
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	297	718	248	140	548	442
RTOR Reduction (vph)	0	0	0	116	0	254
Lane Group Flow (vph)	297	718	248	24	548	188
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	10.0	23.2	9.2	9.2	23.0	23.0
Effective Green, g (s)	10.0	23.2	9.2	9.2	23.0	23.0
Actuated g/C Ratio	0.18	0.43	0.17	0.17	0.42	0.42
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	326	1514	600	268	1456	671
v/s Ratio Prot	c0.17	c0.20	0.07		c0.16	
v/s Ratio Perm				0.02		0.12
v/c Ratio	0.91	0.47	0.41	0.09	0.38	0.28
Uniform Delay, d1	21.7	11.1	20.1	19.0	10.7	10.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.3	0.2	0.5	0.1	0.7	1.0
Delay (s)	50.0	11.4	20.6	19.1	11.4	11.2
Level of Service	D	B	C	B	B	B
Approach Delay (s)		22.7	20.0		11.3	
Approach LOS		C	C		B	

Intersection Summary



















HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	54.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	45.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Cumulative With Project AM Peak Hour

3: Schwerin St & Geneva Ave

05/24/2019




												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1122	39	163	732	43	38	57	220	42	38	155
Future Volume (vph)	130	1122	39	163	732	43	38	57	220	42	38	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.97			0.97	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.91			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1766	3511		1750	3498			1627			1631	
Flt Permitted	0.26	1.00		0.21	1.00			0.93			0.82	
Satd. Flow (perm)	492	3511		392	3498			1520			1346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	1181	41	172	771	45	40	60	232	44	40	163
RTOR Reduction (vph)	0	2	0	0	4	0	0	48	0	0	88	0
Lane Group Flow (vph)	137	1220	0	172	812	0	0	284	0	0	159	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	52.3	52.3		44.3	44.3			19.5			19.5	
Effective Green, g (s)	52.3	52.3		44.3	44.3			19.5			19.5	
Actuated g/C Ratio	0.66	0.66		0.56	0.56			0.24			0.24	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	386	2301		217	1941			371			328	
v/s Ratio Prot	0.02	c0.35			0.23							
v/s Ratio Perm	0.21			c0.44				c0.19			0.12	
v/c Ratio	0.35	0.53		0.79	0.42			0.77			0.49	
Uniform Delay, d1	6.1	7.3		14.1	10.3			28.0			25.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.6	0.2		17.7	0.1			9.1			1.1	
Delay (s)	6.7	7.5		31.8	10.4			37.2			27.0	
Level of Service	A	A		C	B			D			C	
Approach Delay (s)		7.4			14.2			37.2			27.0	
Approach LOS		A			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			14.7			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			79.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			75.9%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative With Project AM Peak Hour
4: Schwerin St & Otilia St

05/24/2019

Intersection

Intersection Delay, s/veh 10
Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	22	22	262	202	48
Future Vol, veh/h	44	22	22	262	202	48
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	26	26	305	235	56
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.9	10.5	9.8
HCM LOS	A	B	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	8%	67%	0%
Vol Thru, %	92%	0%	81%
Vol Right, %	0%	33%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	284	66	250
LT Vol	22	44	0
Through Vol	262	0	202
RT Vol	0	22	48
Lane Flow Rate	330	77	291
Geometry Grp	1	1	1
Degree of Util (X)	0.408	0.111	0.353
Departure Headway (Hd)	4.453	5.211	4.37
Convergence, Y/N	Yes	Yes	Yes
Cap	809	686	823
Service Time	2.479	3.255	2.396
HCM Lane V/C Ratio	0.408	0.112	0.354
HCM Control Delay	10.5	8.9	9.8
HCM Lane LOS	B	A	A
HCM 95th-tile Q	2	0.4	1.6

Cumulative With Project AM Peak Hour
5: Schwerin St & Partridge St

05/24/2019

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	61	4	13	0	6	131	7	135	0	49	115	43
Future Vol, veh/h	61	4	13	0	6	131	7	135	0	49	115	43
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	4	14	0	6	139	7	144	0	52	122	46
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.3	9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	78%	0%	24%
Vol Thru, %	95%	5%	4%	56%
Vol Right, %	0%	17%	96%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	78	137	207
LT Vol	7	61	0	49
Through Vol	135	4	6	115
RT Vol	0	13	131	43
Lane Flow Rate	151	83	146	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.198	0.116	0.176	0.279
Departure Headway (Hd)	4.727	5.031	4.336	4.563
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	709	825	784
Service Time	2.776	3.081	2.379	2.609
HCM Lane V/C Ratio	0.2	0.117	0.177	0.281
HCM Control Delay	9	8.7	8.3	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.4	0.6	1.1

Cumulative With Project AM Peak Hour
6: ./Schwerin St & Martin St

05/24/2019

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	63	9	4	4	8	8	7	52	3	4	21	69
Future Vol, veh/h	63	9	4	4	8	8	7	52	3	4	21	69
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	10	4	4	9	9	7	55	3	4	22	73
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.3	7.6	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	83%	20%	4%
Vol Thru, %	84%	12%	40%	22%
Vol Right, %	5%	5%	40%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	76	20	94
LT Vol	7	63	4	4
Through Vol	52	9	8	21
RT Vol	3	4	8	69
Lane Flow Rate	66	81	21	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.077	0.098	0.024	0.104
Departure Headway (Hd)	4.183	4.372	4.085	3.73
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	812	863	947
Service Time	2.257	2.44	2.173	1.807
HCM Lane V/C Ratio	0.078	0.1	0.024	0.106
HCM Control Delay	7.6	7.9	7.3	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.3

Cumulative With Project AM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101

05/24/2019



























Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↔	↔	↑	↔
Traffic Volume (vph)	995	5	144	1295	16	1315
Future Volume (vph)	995	5	144	1295	16	1315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.95	1.00
Satd. Flow (prot)	3536		1611	3221	1617	2686
Flt Permitted	1.00		1.00	0.95	0.95	1.00
Satd. Flow (perm)	3536		1611	3221	1617	2686
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1082	5	157	1408	17	1429
RTOR Reduction (vph)	0	0	0	598	295	906
Lane Group Flow (vph)	1087	0	157	345	187	523
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	35.4		13.7	35.3	35.3	35.3
Effective Green, g (s)	35.4		13.7	35.3	35.3	35.3
Actuated g/C Ratio	0.37		0.14	0.37	0.37	0.37
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1298		228	1179	592	983
v/s Ratio Prot	c0.31		c0.10	0.11	0.12	
v/s Ratio Perm						c0.19
v/c Ratio	0.84		0.69	0.29	0.32	0.53
Uniform Delay, d1	27.9		39.3	21.7	21.9	24.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9		8.4	0.1	0.3	0.6
Delay (s)	32.7		47.7	21.8	22.2	24.6
Level of Service	C		D	C	C	C
Approach Delay (s)	32.7				23.3	
Approach LOS	C				C	
Intersection Summary						
HCM 2000 Control Delay			26.7		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.68			
Actuated Cycle Length (s)			96.4		Sum of lost time (s)	12.0
Intersection Capacity Utilization			71.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative With Project AM Peak Hour






8: Bayshore Blvd & Geneva Ave

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1063	312	254	528	94	210	190	520	200	1058	291
Future Volume (vph)	108	1063	312	254	528	94	210	190	520	200	1058	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	115	1131	332	270	562	100	223	202	553	213	1126	310
RTOR Reduction (vph)	0	0	126	0	0	65	0	0	200	0	0	162
Lane Group Flow (vph)	115	1131	206	270	562	35	223	202	353	213	1126	148
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.0	31.0	31.0	15.0	35.0	35.0	7.0	30.0	30.0	8.0	31.0	31.0
Effective Green, g (s)	11.0	31.0	31.0	15.0	35.0	35.0	7.0	30.0	30.0	8.0	31.0	31.0
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.35	0.35	0.07	0.30	0.30	0.08	0.31	0.31
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	1097	484	265	1779	554	240	1061	474	274	1097	830
v/s Ratio Prot	0.06	c0.32		c0.15	c0.11		c0.06	0.06		0.06	c0.32	
v/s Ratio Perm			0.13			0.02			0.22			0.06
v/c Ratio	0.59	1.03	0.43	1.02	0.32	0.06	0.93	0.19	0.74	0.78	1.03	0.18
Uniform Delay, d1	42.4	34.5	27.4	42.5	23.8	21.6	46.3	26.0	31.5	45.1	34.5	25.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	35.4	0.6	60.2	0.1	0.0	38.7	0.1	6.2	13.0	34.1	0.1
Delay (s)	47.2	69.9	28.0	102.7	23.9	21.7	85.0	26.1	37.8	58.1	68.6	25.3
Level of Service	D	E	C	F	C	C	F	C	D	E	E	C
Approach Delay (s)		59.5			46.5			46.1			59.1	
Approach LOS		E			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			54.5			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			92.0%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative With Project AM Peak Hour
9: Bayshore Blvd & Main St

05/24/2019

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	90	12	868	1636	13
Future Vol, veh/h	1	90	12	868	1636	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	94	13	904	1704	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2182	852	1704	0	-	0
Stage 1	1704	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	39	303	369	-	-	-
Stage 1	132	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	38	303	369	-	-	-
Mov Cap-2 Maneuver	38	-	-	-	-	-
Stage 1	127	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.1	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	369	-	303	-	-	
HCM Lane V/C Ratio	0.034	-	0.309	-	-	
HCM Control Delay (s)	15.1	-	22.1	-	-	
HCM Lane LOS	C	-	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

Cumulative With Project AM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

05/24/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	→→	→→	←
Traffic Volume (vph)	249	669	215	693	1409	265
Future Volume (vph)	249	669	215	693	1409	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3404	1583	1770	3539	3539	1550
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3404	1583	1770	3539	3539	1550
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	259	697	224	722	1468	276
RTOR Reduction (vph)	0	192	0	0	0	147
Lane Group Flow (vph)	259	505	224	722	1468	129
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	22.0	22.0	10.0	45.0	31.0	31.0
Effective Green, g (s)	22.0	22.0	10.0	45.0	31.0	31.0
Actuated g/C Ratio	0.29	0.29	0.13	0.60	0.41	0.41
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	998	464	236	2123	1462	640
v/s Ratio Prot			c0.13	0.20	c0.41	
v/s Ratio Perm	0.08	c0.32				0.08
v/c Ratio	0.26	1.09	0.95	0.34	1.00	0.20
Uniform Delay, d1	20.3	26.5	32.2	7.5	22.0	14.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	67.6	44.0	0.4	24.5	0.7
Delay (s)	20.4	94.1	76.3	8.0	46.5	14.8
Level of Service	C	F	E	A	D	B
Approach Delay (s)	74.2			24.1	41.5	
Approach LOS	E			C	D	
Intersection Summary						
HCM 2000 Control Delay			45.6		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.02			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			87.0%		ICU Level of Service	E
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative With Project AM Peak Hour
11: Schwerin St & A Street

05/24/2019

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	138	0	0	104
Future Vol, veh/h	10	0	138	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	0	147	0	0	111

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	258	147	0
Stage 1	147	-	-
Stage 2	111	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	731	900	-
Stage 1	880	-	-
Stage 2	914	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	731	900	-
Mov Cap-2 Maneuver	731	-	-
Stage 1	880	-	-
Stage 2	914	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	731	1435
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	10	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Cumulative With Project AM Peak Hour
12: Martin St & B Street

05/24/2019

Intersection

Int Delay, s/veh 3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	24	9	42	0
Future Vol, veh/h	0	27	24	9	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	26	10	45	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	36	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1575	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1575	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1575	-	-	-	947
HCM Lane V/C Ratio	-	-	-	-	0.047
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Cumulative With Project AM Peak Hour
13: Linda Vista Dr & Martin St extension

05/24/2019

Intersection

Int Delay, s/veh 3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	43	0	0	61	19	9
Future Vol, veh/h	43	0	0	61	19	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	0	0	65	20	10

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	90	25	30
Stage 1	25	-	-
Stage 2	65	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	910	1051	1583
Stage 1	998	-	-
Stage 2	958	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	910	1051	1583
Mov Cap-2 Maneuver	910	-	-
Stage 1	998	-	-
Stage 2	958	-	-

























Approach	EB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	910	-	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s)	0	-	9.2	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Cumulative With Project AM Peak Hour with NBR overlap























8: Bayshore Blvd & Geneva Ave

05/30/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1063	312	254	528	94	210	190	520	200	1058	291
Future Volume (vph)	108	1063	312	254	528	94	210	190	520	200	1058	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2679
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	115	1131	332	270	562	100	223	202	553	213	1126	310
RTOR Reduction (vph)	0	0	119	0	0	65	0	0	56	0	0	162
Lane Group Flow (vph)	115	1131	213	270	562	35	223	202	497	213	1126	148
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.0	31.0	31.0	15.0	35.0	35.0	6.0	27.7	42.7	10.3	32.0	32.0
Effective Green, g (s)	11.0	31.0	31.0	15.0	35.0	35.0	6.0	27.7	42.7	10.3	32.0	32.0
Actuated g/C Ratio	0.11	0.31	0.31	0.15	0.35	0.35	0.06	0.28	0.43	0.10	0.32	0.32
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	1097	484	265	1779	554	205	980	739	353	1132	857
v/s Ratio Prot	0.06	c0.32		c0.15	c0.11		c0.06	0.06	0.10	0.06	c0.32	
v/s Ratio Perm			0.14			0.02			0.21			0.06
v/c Ratio	0.59	1.03	0.44	1.02	0.32	0.06	1.09	0.21	0.67	0.60	0.99	0.17
Uniform Delay, d1	42.4	34.5	27.6	42.5	23.8	21.6	47.0	27.7	23.0	42.9	33.9	24.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	35.4	0.6	60.2	0.1	0.0	88.2	0.1	2.4	2.9	25.3	0.1
Delay (s)	47.2	69.9	28.2	102.7	23.9	21.7	135.2	27.8	25.4	45.8	59.2	24.6
Level of Service	D	E	C	F	C	C	F	C	C	D	E	C
Approach Delay (s)		59.5			46.5			51.0			51.0	
Approach LOS		E			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			52.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			100.0				Sum of lost time (s)			16.0		
Intersection Capacity Utilization			92.0%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Peak Hour
1: Carter St & Martin St

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	3	81	2	36	9	551	90	27	269	5
Future Volume (vph)	1	0	3	81	2	36	9	551	90	27	269	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1755	1583		1776	1535	1770	1863	1549	1768	1858	
Flt Permitted		0.95	1.00		0.94	1.00	0.58	1.00	1.00	0.38	1.00	
Satd. Flow (perm)		1760	1583		1755	1535	1074	1863	1549	715	1858	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	0	3	89	2	40	10	605	99	30	296	5
RTOR Reduction (vph)	0	0	3	0	0	34	0	0	40	0	1	0
Lane Group Flow (vph)	0	1	0	0	91	6	10	605	59	30	300	0
Confl. Peds. (#/hr)	3					3			3	3		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		4.2	4.2		4.2	4.2	18.3	18.3	18.3	18.3	18.3	
Effective Green, g (s)		4.2	4.2		4.2	4.2	18.3	18.3	18.3	18.3	18.3	
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.60	0.60	0.60	0.60	0.60	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		242	217		241	211	644	1117	929	429	1114	
v/s Ratio Prot								c0.32			0.16	
v/s Ratio Perm		0.00	0.00		c0.05	0.00	0.01		0.04	0.04		
v/c Ratio		0.00	0.00		0.38	0.03	0.02	0.54	0.06	0.07	0.27	
Uniform Delay, d1		11.3	11.3		12.0	11.4	2.5	3.6	2.5	2.5	2.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		1.0	0.1	0.0	0.5	0.0	0.1	0.1	
Delay (s)		11.4	11.3		13.0	11.4	2.5	4.2	2.6	2.6	3.0	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		11.3			12.5			3.9			3.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		4.6										
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		30.5										
Intersection Capacity Utilization		46.9%										
Analysis Period (min)		15										
c Critical Lane Group												

Existing PM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

04/11/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	292	105	377	403	108	225
Future Volume (vph)	292	105	377	403	108	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	321	115	414	443	119	247
RTOR Reduction (vph)	0	0	0	291	0	219
Lane Group Flow (vph)	321	115	414	152	119	28
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	8.1	23.6	11.5	11.5	4.0	4.0
Effective Green, g (s)	8.1	23.6	11.5	11.5	4.0	4.0
Actuated g/C Ratio	0.23	0.66	0.32	0.32	0.11	0.11
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	402	2346	1143	511	385	177
v/s Ratio Prot	c0.18	0.03	c0.12		c0.03	
v/s Ratio Perm				0.10		0.02
v/c Ratio	0.80	0.05	0.36	0.30	0.31	0.16
Uniform Delay, d1	13.0	2.1	9.2	9.0	14.5	14.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.6	0.0	0.2	0.3	2.1	1.9
Delay (s)	23.6	2.1	9.4	9.4	16.6	16.2
Level of Service	C	A	A	A	B	B
Approach Delay (s)		17.9	9.4		16.3	
Approach LOS		B	A		B	



















Intersection Summary

HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	35.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Existing PM Peak Hour
3: Schwerin St & Geneva Ave

04/11/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	420	20	59	1003	70	32	28	47	27	30	106
Future Volume (vph)	144	420	20	59	1003	70	32	28	47	27	30	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.94			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1768	3509		1749	3486			1703			1651	
Flt Permitted	0.15	1.00		0.49	1.00			0.87			0.94	
Satd. Flow (perm)	272	3509		911	3486			1506			1572	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	145	424	20	60	1013	71	32	28	47	27	30	107
RTOR Reduction (vph)	0	2	0	0	5	0	0	38	0	0	90	0
Lane Group Flow (vph)	145	442	0	60	1079	0	0	69	0	0	74	0
Confl. Peds. (#/hr)	36		12	12		36	31		18	18		31
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	37.5	37.5		25.7	25.7			8.7			8.7	
Effective Green, g (s)	37.5	37.5		25.7	25.7			8.7			8.7	
Actuated g/C Ratio	0.69	0.69		0.47	0.47			0.16			0.16	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	403	2427		431	1652			241			252	
v/s Ratio Prot	c0.05	0.13			c0.31							
v/s Ratio Perm	0.20			0.07				0.05			c0.05	
v/c Ratio	0.36	0.18		0.14	0.65			0.29			0.29	
Uniform Delay, d1	5.1	2.9		8.0	10.9			20.0			20.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.6	0.0		0.1	0.9			0.7			0.7	
Delay (s)	5.6	3.0		8.2	11.8			20.7			20.7	
Level of Service	A	A		A	B			C			C	
Approach Delay (s)		3.6			11.6			20.7			20.7	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			10.5			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			54.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			68.8%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												




Existing PM Peak Hour
4: Schwerin St & Otilia St

04/11/2019

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	9	13	89	97	22
Future Vol, veh/h	16	9	13	89	97	22
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	9	14	94	102	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.5	7.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	13%	64%	0%
Vol Thru, %	87%	0%	82%
Vol Right, %	0%	36%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	25	119
LT Vol	13	16	0
Through Vol	89	0	97
RT Vol	0	9	22
Lane Flow Rate	107	26	125
Geometry Grp	1	1	1
Degree of Util (X)	0.122	0.031	0.137
Departure Headway (Hd)	4.098	4.241	3.948
Convergence, Y/N	Yes	Yes	Yes
Cap	872	830	904
Service Time	2.137	2.34	1.987
HCM Lane V/C Ratio	0.123	0.031	0.138
HCM Control Delay	7.7	7.5	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.1	0.5





Existing PM Peak Hour
5: Schwerin St & Partridge St

04/11/2019

Intersection

Intersection Delay, s/veh 7.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	7	0	0	0	4	88	0	3	93	8
Future Vol, veh/h	6	0	7	0	0	0	4	88	0	3	93	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	8	0	0	0	4	95	0	3	100	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	0	7.6	7.6
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	46%	0%	3%
Vol Thru, %	96%	0%	100%	89%
Vol Right, %	0%	54%	0%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	13	0	104
LT Vol	4	6	0	3
Through Vol	88	0	0	93
RT Vol	0	7	0	8
Lane Flow Rate	99	14	0	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.111	0.016	0	0.124
Departure Headway (Hd)	4.049	4.062	4.306	3.991
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	867	0	898
Service Time	2.078	2.152	2.4	2.018
HCM Lane V/C Ratio	0.112	0.016	0	0.125
HCM Control Delay	7.6	7.2	7.4	7.6
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.4	0	0	0.4

Existing PM Peak Hour
6: ./Schwerin St & Martin St

04/11/2019

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	49	6	7	0	3	13	6	25	5	9	23	51
Future Vol, veh/h	49	6	7	0	3	13	6	25	5	9	23	51
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	7	8	0	4	16	7	30	6	11	28	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	6.9	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	79%	0%	11%
Vol Thru, %	69%	10%	19%	28%
Vol Right, %	14%	11%	81%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	62	16	83
LT Vol	6	49	0	9
Through Vol	25	6	3	23
RT Vol	5	7	13	51
Lane Flow Rate	43	75	19	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.089	0.02	0.105
Departure Headway (Hd)	4.123	4.288	3.753	3.782
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	830	941	938
Service Time	2.189	2.343	1.826	1.843
HCM Lane V/C Ratio	0.05	0.09	0.02	0.107
HCM Control Delay	7.4	7.8	6.9	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.4

Existing PM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101




















04/11/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↔	↔	↔	↔
Traffic Volume (vph)	1181	1	35	766	26	1095
Future Volume (vph)	1181	1	35	766	26	1095
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.96	1.00
Satd. Flow (prot)	3539		1611	3221	1622	2687
Flt Permitted	1.00		1.00	0.95	0.96	1.00
Satd. Flow (perm)	3539		1611	3221	1622	2687
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1243	1	37	806	27	1153
RTOR Reduction (vph)	0	0	0	355	160	736
Lane Group Flow (vph)	1244	0	37	201	117	417
Confl. Peds. (#/hr)		5				10
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	36.2		3.4	29.2	29.2	29.2
Effective Green, g (s)	36.2		3.4	29.2	29.2	29.2
Actuated g/C Ratio	0.45		0.04	0.36	0.36	0.36
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1585		67	1164	586	971
v/s Ratio Prot	c0.35		c0.02	0.06	0.07	
v/s Ratio Perm						c0.16
v/c Ratio	0.78		0.55	0.17	0.20	0.43
Uniform Delay, d1	19.0		38.0	17.6	17.8	19.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6		9.5	0.1	0.2	0.3
Delay (s)	21.6		47.4	17.6	17.9	19.8
Level of Service	C		D	B	B	B
Approach Delay (s)	21.6				18.9	
Approach LOS	C				B	
Intersection Summary						
HCM 2000 Control Delay			20.3		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			80.8		Sum of lost time (s)	12.0
Intersection Capacity Utilization			62.4%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Existing PM Peak Hour
8: Bayshore Blvd & Geneva Ave

04/11/2019






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	0	217	0	0	0	676	527	0	105	308	473
Future Volume (vph)	295	0	217	0	0	0	676	527	0	105	308	473
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0		2.5	4.0	4.0
Lane Util. Factor	0.97		0.88				0.97	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00		0.98				1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Frt	1.00		0.85				1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3423		2724				3433	3539		1770	3539	2710
Flt Permitted	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3423		2724				3433	3539		1770	3539	2710
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	328	0	241	0	0	0	751	586	0	117	342	526
RTOR Reduction (vph)	0	0	190	0	0	0	0	0	0	0	0	392
Lane Group Flow (vph)	328	0	51	0	0	0	751	586	0	117	342	134
Confl. Peds. (#/hr)	4		1				10					10
Confl. Bikes (#/hr)			1									
Turn Type	Perm		Perm				Prot	NA		Prot	NA	Perm
Protected Phases							5	2		1	6	
Permitted Phases	4		4									6
Actuated Green, G (s)	10.3		10.3				14.2	20.9		7.3	12.5	12.5
Effective Green, g (s)	10.3		10.3				14.2	20.9		7.3	12.5	12.5
Actuated g/C Ratio	0.21		0.21				0.29	0.43		0.15	0.26	0.26
Clearance Time (s)	4.0		4.0				4.0	4.0		2.5	4.0	4.0
Vehicle Extension (s)	3.0		3.0				3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	719		572				994	1509		263	902	691
v/s Ratio Prot							c0.22	c0.17		0.07	0.10	
v/s Ratio Perm	c0.10		0.02									0.05
v/c Ratio	0.46		0.09				0.76	0.39		0.44	0.38	0.19
Uniform Delay, d1	16.9		15.6				15.8	9.7		19.0	15.1	14.3
Progression Factor	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5		0.1				3.3	0.2		1.2	0.3	0.1
Delay (s)	17.4		15.6				19.1	9.8		20.2	15.3	14.4
Level of Service	B		B				B	A		C	B	B
Approach Delay (s)		16.6			0.0			15.1			15.4	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.5				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			49.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			51.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM Peak Hour
9: Bayshore Blvd & Main St

04/11/2019

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	60	1032	508	29
Future Vol, veh/h	0	36	60	1032	508	29
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	39	65	1122	552	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	277	553
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	720	1013
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	719	1012
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1012	-	719	-	-
HCM Lane V/C Ratio	0.064	-	0.054	-	-
HCM Control Delay (s)	8.8	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Existing PM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

04/11/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	→→	→→	←
Traffic Volume (vph)	191	170	405	1007	396	162
Future Volume (vph)	191	170	405	1007	396	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1554
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	205	183	435	1083	426	174
RTOR Reduction (vph)	0	161	0	0	0	103
Lane Group Flow (vph)	205	22	435	1083	426	71
Confl. Peds. (#/hr)	3		7			7
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.0	9.0	23.0	57.0	30.0	30.0
Effective Green, g (s)	9.0	9.0	23.0	57.0	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.31	0.77	0.41	0.41
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	417	192	550	2725	1434	630
v/s Ratio Prot	c0.06		c0.25	c0.31	0.12	
v/s Ratio Perm		0.01				0.05
v/c Ratio	0.49	0.12	0.79	0.40	0.30	0.11
Uniform Delay, d1	30.4	29.0	23.3	2.8	14.9	13.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.3	7.6	0.4	0.5	0.4
Delay (s)	31.3	29.2	30.9	3.2	15.4	14.1
Level of Service	C	C	C	A	B	B
Approach Delay (s)	30.3			11.2	15.0	
Approach LOS	C			B	B	
Intersection Summary						
HCM 2000 Control Delay			15.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			74.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			57.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Existing PM Peak Hour
11: Schwerin St & A Street

04/11/2019

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	87	0	0	83
Future Vol, veh/h	0	0	87	0	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	102	0	0	98

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	200	102	0
Stage 1	102	-	-
Stage 2	98	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	789	953	-
Stage 1	922	-	-
Stage 2	926	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	789	953	-
Mov Cap-2 Maneuver	789	-	-
Stage 1	922	-	-
Stage 2	926	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1490
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Existing PM Peak Hour
12: Martin St & B Street

04/11/2019

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	16	0	0	0
Future Vol, veh/h	0	20	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	19	0	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	19	0	43
Stage 1	-	-	19
Stage 2	-	-	24
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1597	-	968
Stage 1	-	-	1004
Stage 2	-	-	999
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1597	-	968
Mov Cap-2 Maneuver	-	-	968
Stage 1	-	-	1004
Stage 2	-	-	999

Approach	EB	WB	SB
HCM Control Delay, s	0	0	0
HCM LOS			A




Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Existing PM Peak Hour
13: Linda Vista Dr & Martin St extension

04/11/2019

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	36	89	0
Future Vol, veh/h	0	0	0	36	89	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	41	101	0























Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	142	101	101
Stage 1	101	-	-
Stage 2	41	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	851	954	1491
Stage 1	923	-	-
Stage 2	981	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	851	954	1491
Mov Cap-2 Maneuver	851	-	-
Stage 1	923	-	-
Stage 2	981	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1491	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

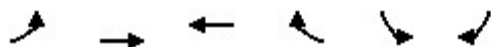
Existing+Project PM Peak Hour
1: Carter St & Martin St

06/18/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	6	3	81	2	37	9	551	90	28	272	5
Future Volume (vph)	1	6	3	81	2	37	9	551	90	28	272	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.99	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1849	1583		1776	1535	1770	1863	1549	1768	1858	
Flt Permitted		0.94	1.00		0.94	1.00	0.57	1.00	1.00	0.38	1.00	
Satd. Flow (perm)		1749	1583		1755	1535	1071	1863	1549	715	1858	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	1	7	3	89	2	41	10	605	99	31	299	5
RTOR Reduction (vph)	0	0	3	0	0	35	0	0	40	0	1	0
Lane Group Flow (vph)	0	8	0	0	91	6	10	605	59	31	303	0
Confl. Peds. (#/hr)	3					3			3	3		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		4.2	4.2		4.2	4.2	18.3	18.3	18.3	18.3	18.3	
Effective Green, g (s)		4.2	4.2		4.2	4.2	18.3	18.3	18.3	18.3	18.3	
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.60	0.60	0.60	0.60	0.60	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		240	217		241	211	642	1117	929	429	1114	
v/s Ratio Prot								c0.32			0.16	
v/s Ratio Perm		0.00	0.00		c0.05	0.00	0.01		0.04	0.04		
v/c Ratio		0.03	0.00		0.38	0.03	0.02	0.54	0.06	0.07	0.27	
Uniform Delay, d1		11.4	11.3		12.0	11.4	2.5	3.6	2.5	2.6	2.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.1	0.0		1.0	0.1	0.0	0.5	0.0	0.1	0.1	
Delay (s)		11.4	11.3		13.0	11.4	2.5	4.2	2.6	2.6	3.0	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		11.4			12.5			3.9			3.0	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		4.7			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		30.5			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		46.9%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Existing+Project PM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

06/18/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	292	118	399	403	108	225
Future Volume (vph)	292	118	399	403	108	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	321	130	438	443	119	247
RTOR Reduction (vph)	0	0	0	288	0	219
Lane Group Flow (vph)	321	130	438	155	119	28
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	8.1	24.0	11.9	11.9	4.1	4.1
Effective Green, g (s)	8.1	24.0	11.9	11.9	4.1	4.1
Actuated g/C Ratio	0.22	0.66	0.33	0.33	0.11	0.11
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	397	2352	1166	521	389	179
v/s Ratio Prot	c0.18	0.04	c0.12		c0.03	
v/s Ratio Perm				0.10		0.02
v/c Ratio	0.81	0.06	0.38	0.30	0.31	0.16
Uniform Delay, d1	13.3	2.1	9.3	9.0	14.7	14.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.5	0.0	0.2	0.3	2.0	1.9
Delay (s)	24.8	2.1	9.5	9.3	16.7	16.3
Level of Service	C	A	A	A	B	B
Approach Delay (s)		18.2	9.4		16.4	
Approach LOS		B	A		B	



















Intersection Summary

HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Existing+Project PM Peak Hour
3: Schwerin St & Geneva Ave

06/18/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	420	42	100	1003	70	54	30	71	27	32	106
Future Volume (vph)	144	420	42	100	1003	70	54	30	71	27	32	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.94			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1768	3478		1748	3485			1692			1653	
Flt Permitted	0.14	1.00		0.48	1.00			0.83			0.95	
Satd. Flow (perm)	266	3478		891	3485			1429			1578	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	145	424	42	101	1013	71	55	30	72	27	32	107
RTOR Reduction (vph)	0	6	0	0	5	0	0	39	0	0	85	0
Lane Group Flow (vph)	145	460	0	101	1079	0	0	118	0	0	81	0
Confl. Peds. (#/hr)	36		12	12		36	31		18	18		31
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	38.6	38.6		26.8	26.8			10.6			10.6	
Effective Green, g (s)	38.6	38.6		26.8	26.8			10.6			10.6	
Actuated g/C Ratio	0.67	0.67		0.47	0.47			0.19			0.19	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	384	2347		417	1632			264			292	
v/s Ratio Prot	c0.05	0.13			c0.31							
v/s Ratio Perm	0.20			0.11				c0.08			0.05	
v/c Ratio	0.38	0.20		0.24	0.66			0.45			0.28	
Uniform Delay, d1	5.8	3.5		9.1	11.7			20.7			20.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.6	0.0		0.3	1.0			1.2			0.5	
Delay (s)	6.4	3.5		9.4	12.7			21.9			20.5	
Level of Service	A	A		A	B			C			C	
Approach Delay (s)		4.2			12.4			21.9			20.5	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			11.4			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			57.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			68.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Existing+Project PM Peak Hour
4: Schwerin St & Otilia St

06/18/2019

Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations 

Traffic Vol, veh/h	16	9	14	138	164	22
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Future Vol, veh/h	16	9	14	138	164	22
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Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
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Heavy Vehicles, %	2	2	2	2	2	2
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Mvmt Flow	17	9	15	145	173	23
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Number of Lanes	1	0	0	1	1	0
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Approach	EB	NB	SB
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Opposing Approach		SB	NB
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Opposing Lanes	0	1	1
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Conflicting Approach Left SB		EB	
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Conflicting Lanes Left	1	1	0
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Conflicting Approach Right NB			EB
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Conflicting Lanes Right	1	0	1
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HCM Control Delay	7.8	8.2	8.2
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HCM LOS	A	A	A
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Lane	NBLn1	EBLn1	SBLn1
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Vol Left, %	9%	64%	0%
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Vol Thru, %	91%	0%	88%
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Vol Right, %	0%	36%	12%
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Sign Control	Stop	Stop	Stop
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Traffic Vol by Lane	152	25	186
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LT Vol	14	16	0
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Through Vol	138	0	164
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RT Vol	0	9	22
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Lane Flow Rate	160	26	196
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Geometry Grp	1	1	1
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Degree of Util (X)	0.184	0.034	0.219
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Departure Headway (Hd)	4.144	4.605	4.028
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Convergence, Y/N	Yes	Yes	Yes
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Cap	859	782	885
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Service Time	2.205	2.605	2.086
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HCM Lane V/C Ratio	0.186	0.033	0.221
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HCM Control Delay	8.2	7.8	8.2
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HCM Lane LOS	A	A	A
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HCM 95th-tile Q	0.7	0.1	0.8
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Existing+Project PM Peak Hour
5: Schwerin St & Partridge St

06/18/2019

Intersection

Intersection Delay, s/veh 9.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	12	7	0	11	97	6	88	0	166	93	25
Future Vol, veh/h	11	12	7	0	11	97	6	88	0	166	93	25
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	13	8	0	12	104	6	95	0	178	100	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.1	8.3	10.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	37%	0%	58%
Vol Thru, %	94%	40%	10%	33%
Vol Right, %	0%	23%	90%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	94	30	108	284
LT Vol	6	11	0	166
Through Vol	88	12	11	93
RT Vol	0	7	97	25
Lane Flow Rate	101	32	116	305
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.044	0.141	0.378
Departure Headway (Hd)	4.623	4.947	4.371	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	723	820	809
Service Time	2.653	2.984	2.401	2.476
HCM Lane V/C Ratio	0.13	0.044	0.141	0.377
HCM Control Delay	8.3	8.2	8.1	10.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.4	0.1	0.5	1.8

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	49	6	7	0	3	13	6	25	5	9	23	51
Future Vol, veh/h	49	6	7	0	3	13	6	25	5	9	23	51
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	59	7	8	0	4	16	7	30	6	11	28	61
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	6.9	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	79%	0%	11%
Vol Thru, %	69%	10%	19%	28%
Vol Right, %	14%	11%	81%	61%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	62	16	83
LT Vol	6	49	0	9
Through Vol	25	6	3	23
RT Vol	5	7	13	51
Lane Flow Rate	43	75	19	100
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.089	0.02	0.105
Departure Headway (Hd)	4.123	4.288	3.753	3.782
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	860	830	941	938
Service Time	2.189	2.343	1.826	1.843
HCM Lane V/C Ratio	0.05	0.09	0.02	0.107
HCM Control Delay	7.4	7.8	6.9	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.1	0.4

Existing+Project PM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101




















06/18/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↔	↔	↑	↔
Traffic Volume (vph)	1196	1	35	766	26	1135
Future Volume (vph)	1196	1	35	766	26	1135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.96	1.00
Satd. Flow (prot)	3539		1611	3221	1622	2686
Flt Permitted	1.00		1.00	0.95	0.96	1.00
Satd. Flow (perm)	3539		1611	3221	1622	2686
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1259	1	37	806	27	1195
RTOR Reduction (vph)	0	0	0	355	160	764
Lane Group Flow (vph)	1260	0	37	201	117	431
Confl. Peds. (#/hr)		5				10
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	36.7		3.4	29.4	29.4	29.4
Effective Green, g (s)	36.7		3.4	29.4	29.4	29.4
Actuated g/C Ratio	0.45		0.04	0.36	0.36	0.36
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1593		67	1161	585	968
v/s Ratio Prot	c0.36		c0.02	0.06	0.07	
v/s Ratio Perm						c0.16
v/c Ratio	0.79		0.55	0.17	0.20	0.45
Uniform Delay, d1	19.1		38.3	17.8	17.9	19.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8		9.5	0.1	0.2	0.3
Delay (s)	21.9		47.8	17.8	18.1	20.2
Level of Service	C		D	B	B	C
Approach Delay (s)	21.9				19.2	
Approach LOS	C				B	
Intersection Summary						
HCM 2000 Control Delay			20.6		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.63			
Actuated Cycle Length (s)			81.5		Sum of lost time (s)	12.0
Intersection Capacity Utilization			62.8%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Existing+Project PM Peak Hour
8: Bayshore Blvd & Geneva Ave

06/18/2019






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	0	217	0	0	0	676	527	0	105	321	529
Future Volume (vph)	305	0	217	0	0	0	676	527	0	105	321	529
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0				4.0	4.0		2.5	4.0	4.0
Lane Util. Factor	0.97		0.88				0.97	0.95		1.00	0.95	0.88
Frpb, ped/bikes	1.00		0.98				1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Frt	1.00		0.85				1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3422		2724				3433	3539		1770	3539	2709
Flt Permitted	0.95		1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	3422		2724				3433	3539		1770	3539	2709
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	339	0	241	0	0	0	751	586	0	117	357	588
RTOR Reduction (vph)	0	0	190	0	0	0	0	0	0	0	0	430
Lane Group Flow (vph)	339	0	51	0	0	0	751	586	0	117	357	158
Confl. Peds. (#/hr)	4		1				10					10
Confl. Bikes (#/hr)			1									
Turn Type	Perm		Perm				Prot	NA		Prot	NA	Perm
Protected Phases							5	2		1	6	
Permitted Phases	4		4									6
Actuated Green, G (s)	10.6		10.6				14.2	21.9		7.3	13.5	13.5
Effective Green, g (s)	10.6		10.6				14.2	21.9		7.3	13.5	13.5
Actuated g/C Ratio	0.21		0.21				0.28	0.44		0.15	0.27	0.27
Clearance Time (s)	4.0		4.0				4.0	4.0		2.5	4.0	4.0
Vehicle Extension (s)	3.0		3.0				3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	721		574				969	1540		256	949	727
v/s Ratio Prot							c0.22	c0.17		0.07	0.10	
v/s Ratio Perm	c0.10		0.02									0.06
v/c Ratio	0.47		0.09				0.78	0.38		0.46	0.38	0.22
Uniform Delay, d1	17.4		16.0				16.6	9.6		19.7	15.0	14.3
Progression Factor	1.00		1.00				1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.5		0.1				3.9	0.2		1.3	0.3	0.2
Delay (s)	17.9		16.0				20.5	9.8		21.0	15.2	14.4
Level of Service	B		B				C	A		C	B	B
Approach Delay (s)		17.1			0.0			15.8			15.4	
Approach LOS		B			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.9				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			50.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			51.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Existing+Project PM Peak Hour
9: Bayshore Blvd & Main St

06/18/2019

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	95	1032	508	29
Future Vol, veh/h	0	52	95	1032	508	29
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	57	103	1122	552	32

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	277	553
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	720	1013
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	719	1012
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1012	-	719	-	-
HCM Lane V/C Ratio	0.102	-	0.079	-	-
HCM Control Delay (s)	9	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Existing+Project PM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

06/18/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰↱	↰↱	↰↱	↰↱	↰↱	↰↱
Traffic Volume (vph)	191	170	405	1007	396	162
Future Volume (vph)	191	170	405	1007	396	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3433	1583	1770	3539	3539	1554
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3433	1583	1770	3539	3539	1554
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	205	183	435	1083	426	174
RTOR Reduction (vph)	0	161	0	0	0	103
Lane Group Flow (vph)	205	22	435	1083	426	71
Confl. Peds. (#/hr)	3		7			7
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4				6
Actuated Green, G (s)	9.0	9.0	23.0	57.0	30.0	30.0
Effective Green, g (s)	9.0	9.0	23.0	57.0	30.0	30.0
Actuated g/C Ratio	0.12	0.12	0.31	0.77	0.41	0.41
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	417	192	550	2725	1434	630
v/s Ratio Prot	c0.06		c0.25	c0.31	0.12	
v/s Ratio Perm		0.01				0.05
v/c Ratio	0.49	0.12	0.79	0.40	0.30	0.11
Uniform Delay, d1	30.4	29.0	23.3	2.8	14.9	13.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.3	7.6	0.4	0.5	0.4
Delay (s)	31.3	29.2	30.9	3.2	15.4	14.1
Level of Service	C	C	C	A	B	B
Approach Delay (s)	30.3			11.2	15.0	
Approach LOS	C			B	B	
Intersection Summary						
HCM 2000 Control Delay			15.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.57			
Actuated Cycle Length (s)			74.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			57.9%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Existing+Project PM Peak Hour
11: Schwerin St & A Street

06/18/2019

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	0	89	10	0	90
Future Vol, veh/h	10	0	89	10	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	0	105	12	0	106




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	217	111	0
Stage 1	111	-	-
Stage 2	106	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	771	942	-
Stage 1	914	-	-
Stage 2	918	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	771	942	-
Mov Cap-2 Maneuver	771	-	-
Stage 1	914	-	-
Stage 2	918	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	771	1471
HCM Lane V/C Ratio	-	-	0.015	-
HCM Control Delay (s)	-	-	9.7	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	16	39	21	0
Future Vol, veh/h	0	20	16	39	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	19	47	25	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	66	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1536	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1536	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	938
HCM Lane V/C Ratio	-	-	-	-	0.027
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Existing+Project PM Peak Hour
13: Linda Vista Dr & Martin St extension

06/18/2019

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 21 0 0 39 101 39

Future Vol, veh/h 21 0 0 39 101 39

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 88 88 88 88 88 88

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 24 0 0 44 115 44

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 181 137 159 0 - 0

Stage 1 137 - - - - -

Stage 2 44 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 808 911 1420 - - -

Stage 1 890 - - - - -

Stage 2 978 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 808 911 1420 - - -

Mov Cap-2 Maneuver 808 - - - - -

Stage 1 890 - - - - -

Stage 2 978 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.6 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1420 - 808 - -

HCM Lane V/C Ratio - - 0.03 - -























HCM Control Delay (s) 0 - 9.6 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

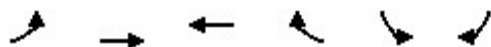
Cumulative No Project PM Peak Hour
1: Carter St & Martin St

06/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	3	119	5	38	11	574	122	29	217	5
Future Volume (vph)	1	8	3	119	5	38	11	574	122	29	217	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1851	1583		1777	1536	1770	1863	1547	1768	1857	
Flt Permitted		0.97	1.00		0.73	1.00	0.61	1.00	1.00	0.35	1.00	
Satd. Flow (perm)		1796	1583		1354	1536	1138	1863	1547	643	1857	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	9	3	128	5	41	12	617	131	31	233	5
RTOR Reduction (vph)	0	0	2	0	0	33	0	0	58	0	2	0
Lane Group Flow (vph)	0	10	1	0	133	8	12	617	73	31	236	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		6.8	6.8		6.8	6.8	18.8	18.8	18.8	18.8	18.8	
Effective Green, g (s)		6.8	6.8		6.8	6.8	18.8	18.8	18.8	18.8	18.8	
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.56	0.56	0.56	0.56	0.56	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		363	320		274	310	636	1042	865	359	1039	
v/s Ratio Prot								c0.33				0.13
v/s Ratio Perm		0.01	0.00		c0.10	0.01	0.01		0.05	0.05		
v/c Ratio		0.03	0.00		0.49	0.03	0.02	0.59	0.08	0.09	0.23	
Uniform Delay, d1		10.7	10.7		11.9	10.7	3.3	4.9	3.4	3.4	3.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		1.4	0.0	0.0	0.9	0.0	0.1	0.1	
Delay (s)		10.8	10.7		13.2	10.8	3.3	5.8	3.5	3.5	3.8	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		10.8			12.6			5.3			3.8	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.1			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		33.6			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		50.4%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Cumulative No Project PM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

05/24/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	384	353	852	399	112	232
Future Volume (vph)	384	353	852	399	112	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	417	384	926	434	122	252
RTOR Reduction (vph)	0	0	0	301	0	179
Lane Group Flow (vph)	417	384	926	133	122	73
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	19.8	48.1	24.3	24.3	23.0	23.0
Effective Green, g (s)	19.8	48.1	24.3	24.3	23.0	23.0
Actuated g/C Ratio	0.25	0.61	0.31	0.31	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	443	2152	1087	486	998	460
v/s Ratio Prot	c0.24	0.11	c0.26		0.04	
v/s Ratio Perm				0.08		c0.05
v/c Ratio	0.94	0.18	0.85	0.27	0.12	0.16
Uniform Delay, d1	29.1	6.8	25.7	20.7	20.6	20.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.4	0.0	6.6	0.3	0.3	0.7
Delay (s)	57.5	6.9	32.3	21.0	20.9	21.6
Level of Service	E	A	C	C	C	C
Approach Delay (s)		33.2	28.7		21.4	
Approach LOS		C	C		C	



















Intersection Summary

HCM 2000 Control Delay	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	79.1	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Cumulative No Project PM Peak Hour
3: Schwerin St & Geneva Ave

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	134	1056	14	93	1431	70	17	35	166	27	76	67
Future Volume (vph)	134	1056	14	93	1431	70	17	35	166	27	76	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.97			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.90			0.95	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.99	
Satd. Flow (prot)	1770	3529		1748	3505			1617			1718	
Flt Permitted	0.09	1.00		0.25	1.00			0.97			0.88	
Satd. Flow (perm)	169	3529		465	3505			1581			1526	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	141	1112	15	98	1506	74	18	37	175	28	80	71
RTOR Reduction (vph)	0	1	0	0	3	0	0	61	0	0	32	0
Lane Group Flow (vph)	141	1126	0	98	1577	0	0	169	0	0	147	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	49.1	49.1		40.0	40.0			12.6			12.6	
Effective Green, g (s)	49.1	49.1		40.0	40.0			12.6			12.6	
Actuated g/C Ratio	0.70	0.70		0.57	0.57			0.18			0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	236	2485		266	2011			285			275	
v/s Ratio Prot	c0.04	0.32			c0.45							
v/s Ratio Perm	0.38			0.21				c0.11			0.10	
v/c Ratio	0.60	0.45		0.37	0.78			0.59			0.53	
Uniform Delay, d1	10.5	4.5		8.0	11.5			26.2			25.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	4.0	0.1		0.9	2.1			3.3			2.0	
Delay (s)	14.5	4.6		8.9	13.6			29.5			27.9	
Level of Service	B	A		A	B			C			C	
Approach Delay (s)		5.7			13.3			29.5			27.9	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			12.3			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			69.7			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			82.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												




Cumulative No Project PM Peak Hour
4: Schwerin St & Otilia St

05/24/2019

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	8	14	205	148	20
Future Vol, veh/h	13	8	14	205	148	20
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	9	16	238	172	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7.9	8.9	8.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	6%	62%	0%
Vol Thru, %	94%	0%	88%
Vol Right, %	0%	38%	12%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	219	21	168
LT Vol	14	13	0
Through Vol	205	0	148
RT Vol	0	8	20
Lane Flow Rate	255	24	195
Geometry Grp	1	1	1
Degree of Util (X)	0.293	0.032	0.222
Departure Headway (Hd)	4.137	4.79	4.096
Convergence, Y/N	Yes	Yes	Yes
Cap	861	752	865
Service Time	2.198	2.79	2.173
HCM Lane V/C Ratio	0.296	0.032	0.225
HCM Control Delay	8.9	7.9	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.2	0.1	0.8

Cumulative No Project PM Peak Hour
5: Schwerin St & Partridge St

05/24/2019

Intersection

Intersection Delay, s/veh 8
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	70	0	11	0	0	0	10	86	0	0	101	42
Future Vol, veh/h	70	0	11	0	0	0	10	86	0	0	101	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	0	12	0	0	0	11	91	0	0	107	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	0	7.9	7.9
HCM LOS	A	-	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	86%	0%	0%
Vol Thru, %	90%	0%	100%	71%
Vol Right, %	0%	14%	0%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	81	0	143
LT Vol	10	70	0	0
Through Vol	86	0	0	101
RT Vol	0	11	0	42
Lane Flow Rate	102	86	0	152
Geometry Grp	1	1	1	1
Degree of Util (X)	0.12	0.11	0	0.169
Departure Headway (Hd)	4.224	4.577	4.591	3.988
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	788	0	885
Service Time	2.321	2.577	2.594	2.08
HCM Lane V/C Ratio	0.122	0.109	0	0.172
HCM Control Delay	7.9	8.1	7.6	7.9
HCM Lane LOS	A	A	N	A
HCM 95th-tile Q	0.4	0.4	0	0.6

Cumulative No Project PM Peak Hour
6: ./Schwerin St & Martin St

05/24/2019

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	60	7	7	0	8	13	5	25	5	6	23	73
Future Vol, veh/h	60	7	7	0	8	13	5	25	5	6	23	73
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	7	7	0	9	14	5	27	5	6	24	78
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	81%	0%	6%
Vol Thru, %	71%	9%	38%	23%
Vol Right, %	14%	9%	62%	72%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	74	21	102
LT Vol	5	60	0	6
Through Vol	25	7	8	23
RT Vol	5	7	13	73
Lane Flow Rate	37	79	22	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.094	0.024	0.112
Departure Headway (Hd)	4.136	4.308	3.875	3.72
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	827	912	953
Service Time	2.206	2.362	1.947	1.783
HCM Lane V/C Ratio	0.043	0.096	0.024	0.114
HCM Control Delay	7.4	7.8	7	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.4

Cumulative No Project PM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101

































05/24/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↔	↔	↑	↔
Traffic Volume (vph)	944	1	35	1803	26	1061
Future Volume (vph)	944	1	35	1803	26	1061
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.95	1.00
Satd. Flow (prot)	3539		1611	3221	1618	2695
Flt Permitted	1.00		1.00	0.95	0.95	1.00
Satd. Flow (perm)	3539		1611	3221	1618	2695
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1026	1	38	1960	28	1153
RTOR Reduction (vph)	0	0	0	721	339	580
Lane Group Flow (vph)	1027	0	38	612	316	573
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	32.5		3.8	41.0	41.0	41.0
Effective Green, g (s)	32.5		3.8	41.0	41.0	41.0
Actuated g/C Ratio	0.36		0.04	0.46	0.46	0.46
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1287		68	1478	742	1237
v/s Ratio Prot	c0.29		c0.02	0.19	0.20	
v/s Ratio Perm						c0.21
v/c Ratio	0.80		0.56	0.41	0.43	0.46
Uniform Delay, d1	25.5		41.9	16.1	16.2	16.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5		9.6	0.2	0.4	0.3
Delay (s)	29.0		51.5	16.3	16.6	16.9
Level of Service	C		D	B	B	B
Approach Delay (s)	29.0				16.6	
Approach LOS	C				B	
Intersection Summary						
HCM 2000 Control Delay			19.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.61			
Actuated Cycle Length (s)			89.3		Sum of lost time (s)	12.0
Intersection Capacity Utilization			73.8%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative No Project PM Peak Hour
8: Bayshore Blvd & Geneva Ave

05/30/2019






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  		 	 		 	 	 
Traffic Volume (vph)	104	1121	199	367	1062	326	397	295	718	332	431	244
Future Volume (vph)	104	1121	199	367	1062	326	397	295	718	332	431	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2661
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2661
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	111	1193	212	390	1130	347	422	314	764	353	459	260
RTOR Reduction (vph)	0	0	120	0	0	208	0	0	227	0	0	198
Lane Group Flow (vph)	111	1193	92	390	1130	139	422	314	537	353	459	62
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	12.8	41.0	41.0	26.0	54.2	54.2	19.9	40.0	40.0	12.0	32.1	32.1
Effective Green, g (s)	12.8	41.0	41.0	26.0	54.2	54.2	19.9	40.0	40.0	12.0	32.1	32.1
Actuated g/C Ratio	0.09	0.30	0.30	0.19	0.40	0.40	0.15	0.30	0.30	0.09	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	167	1074	474	340	2041	635	506	1048	469	305	841	632
v/s Ratio Prot	0.06	c0.34		c0.22	0.22		0.12	0.09		c0.10	0.13	
v/s Ratio Perm			0.06			0.09			c0.34			0.02
v/c Ratio	0.66	1.11	0.19	1.15	0.55	0.22	0.83	0.30	1.14	1.16	0.55	0.10
Uniform Delay, d1	59.0	47.0	34.8	54.5	31.1	26.5	55.9	36.7	47.5	61.5	45.1	40.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	63.1	0.2	95.0	0.3	0.2	11.3	0.2	87.5	101.2	0.7	0.1
Delay (s)	68.6	110.1	35.0	149.5	31.4	26.7	67.2	36.8	135.0	162.7	45.8	40.2
Level of Service	E	F	C	F	C	C	E	D	F	F	D	D
Approach Delay (s)		96.6			55.2			95.4			82.9	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM 2000 Control Delay			80.9			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.13									
Actuated Cycle Length (s)			135.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			94.9%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative No Project PM Peak Hour
9: Bayshore Blvd & Main St

05/24/2019

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	84	1259	980	30
Future Vol, veh/h	0	23	84	1259	980	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	88	1311	1021	31

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	511	1021
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	508	675
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	508	675
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	508	-	-
HCM Lane V/C Ratio	0.13	-	0.047	-	-
HCM Control Delay (s)	11.1	-	12.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-

Cumulative No Project PM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

05/24/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	→→	→→	←
Traffic Volume (vph)	358	256	582	1103	489	457
Future Volume (vph)	358	256	582	1103	489	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3362	1583	1770	3539	3539	1550
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3362	1583	1770	3539	3539	1550
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	373	267	606	1149	509	476
RTOR Reduction (vph)	0	235	0	0	0	237
Lane Group Flow (vph)	373	32	606	1149	509	239
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	9.0	9.0	27.9	58.0	26.1	26.1
Effective Green, g (s)	9.0	9.0	27.9	58.0	26.1	26.1
Actuated g/C Ratio	0.12	0.12	0.37	0.77	0.35	0.35
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	403	189	658	2736	1231	539
v/s Ratio Prot			c0.34	c0.32	0.14	
v/s Ratio Perm	c0.11	0.02				0.15
v/c Ratio	0.93	0.17	0.92	0.42	0.41	0.44
Uniform Delay, d1	32.7	29.6	22.5	2.9	18.6	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.9	0.4	18.3	0.5	1.0	2.6
Delay (s)	59.5	30.1	40.8	3.3	19.6	21.5
Level of Service	E	C	D	A	B	C
Approach Delay (s)	47.2			16.3	20.5	
Approach LOS	D			B	C	
Intersection Summary						
HCM 2000 Control Delay			23.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			72.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative No Project PM Peak Hour
11: Schwerin St & A Street

05/24/2019

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	107	0	0	121
Future Vol, veh/h	0	0	107	0	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	114	0	0	129

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	243	114	0
Stage 1	114	-	-
Stage 2	129	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	745	939	-
Stage 1	911	-	-
Stage 2	897	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	745	939	-
Mov Cap-2 Maneuver	745	-	-
Stage 1	911	-	-
Stage 2	897	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1475
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Cumulative No Project PM Peak Hour
12: Martin St & B Street

05/24/2019

Intersection

Int Delay, s/veh 0

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 0 25 35 0 0 0

Future Vol, veh/h 0 25 35 0 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 27 37 0 0 0

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 37 0 - 0 64 37

Stage 1 - - - - 37 -

Stage 2 - - - - 27 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1574 - - - 942 1035

Stage 1 - - - - 985 -

Stage 2 - - - - 996 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1574 - - - 942 1035

Mov Cap-2 Maneuver - - - - 942 -

Stage 1 - - - - 985 -

Stage 2 - - - - 996 -

Approach EB WB SB

HCM Control Delay, s 0 0 0

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1574 - - - -

HCM Lane V/C Ratio - - - -

HCM Control Delay (s) 0 - - - 0

HCM Lane LOS A - - - A

HCM 95th %tile Q(veh) 0 - - - -

Cumulative No Project PM Peak Hour
13: Linda Vista Dr & Martin St extension

05/24/2019

Intersection

Int Delay, s/veh 0.5

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 8 0 0 21 107 19

Future Vol, veh/h 8 0 0 21 107 19

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 9 0 0 22 114 20

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 146 124 134 0 - 0

Stage 1 124 - - - - -

Stage 2 22 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 846 927 1451 - - -

Stage 1 902 - - - - -

Stage 2 1001 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 846 927 1451 - - -

Mov Cap-2 Maneuver 846 - - - - -

Stage 1 902 - - - - -

Stage 2 1001 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.3 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1451 - 846 - -

HCM Lane V/C Ratio - - 0.01 - -

HCM Control Delay (s) 0 - 9.3 - -






















HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0 - -

Cumulative With Project PM Peak Hour

1: Carter St & Martin St

06/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	8	3	124	5	38	12	574	130	29	217	5
Future Volume (vph)	1	8	3	124	5	38	12	574	130	29	217	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes		1.00	1.00		1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		1.00	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1851	1583		1777	1537	1770	1863	1547	1768	1857	
Flt Permitted		0.97	1.00		0.73	1.00	0.61	1.00	1.00	0.34	1.00	
Satd. Flow (perm)		1797	1583		1354	1537	1138	1863	1547	641	1857	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1	9	3	133	5	41	13	617	140	31	233	5
RTOR Reduction (vph)	0	0	2	0	0	33	0	0	62	0	2	0
Lane Group Flow (vph)	0	10	1	0	138	8	13	617	78	31	236	0
Confl. Peds. (#/hr)	4					4			4	4		
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)		7.0	7.0		7.0	7.0	19.1	19.1	19.1	19.1	19.1	
Effective Green, g (s)		7.0	7.0		7.0	7.0	19.1	19.1	19.1	19.1	19.1	
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.56	0.56	0.56	0.56	0.56	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		368	324		277	315	637	1043	866	359	1040	
v/s Ratio Prot								c0.33				0.13
v/s Ratio Perm		0.01	0.00		c0.10	0.01	0.01		0.05	0.05		
v/c Ratio		0.03	0.00		0.50	0.03	0.02	0.59	0.09	0.09	0.23	
Uniform Delay, d1		10.8	10.8		12.0	10.8	3.3	4.9	3.5	3.5	3.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.0		1.4	0.0	0.0	0.9	0.0	0.1	0.1	
Delay (s)		10.9	10.8		13.4	10.9	3.4	5.8	3.5	3.6	3.9	
Level of Service		B	B		B	B	A	A	A	A	A	
Approach Delay (s)		10.8			12.8			5.4			3.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM 2000 Control Delay		6.2			HCM 2000 Level of Service			A				
HCM 2000 Volume to Capacity ratio		0.57										
Actuated Cycle Length (s)		34.1			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		50.7%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Cumulative With Project PM Peak Hour
2: Guadalupe Canyon Parkway & Carter St

05/24/2019



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	392	353	852	400	112	234
Future Volume (vph)	392	353	852	400	112	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	3539	3539	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	426	384	926	435	122	254
RTOR Reduction (vph)	0	0	0	302	0	180
Lane Group Flow (vph)	426	384	926	133	122	74
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	20.0	48.2	24.2	24.2	23.0	23.0
Effective Green, g (s)	20.0	48.2	24.2	24.2	23.0	23.0
Actuated g/C Ratio	0.25	0.61	0.31	0.31	0.29	0.29
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	446	2153	1081	483	996	459
v/s Ratio Prot	c0.24	0.11	c0.26		0.04	
v/s Ratio Perm				0.08		c0.05
v/c Ratio	0.96	0.18	0.86	0.28	0.12	0.16
Uniform Delay, d1	29.2	6.8	25.9	20.9	20.7	20.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	31.1	0.0	6.8	0.3	0.3	0.7
Delay (s)	60.3	6.8	32.7	21.2	20.9	21.7
Level of Service	E	A	C	C	C	C
Approach Delay (s)		34.9	29.0		21.4	
Approach LOS		C	C		C	

Intersection Summary



















HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	79.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Cumulative With Project PM Peak Hour

3: Schwerin St & Geneva Ave

05/24/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	1056	14	143	1431	70	37	36	204	27	77	67
Future Volume (vph)	135	1056	14	143	1431	70	37	36	204	27	77	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.97			0.98	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.90			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	3528		1747	3505			1616			1719	
Flt Permitted	0.09	1.00		0.25	1.00			0.95			0.89	
Satd. Flow (perm)	167	3528		464	3505			1540			1547	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	142	1112	15	151	1506	74	39	38	215	28	81	71
RTOR Reduction (vph)	0	1	0	0	3	0	0	55	0	0	31	0
Lane Group Flow (vph)	142	1126	0	151	1577	0	0	237	0	0	149	0
Confl. Peds. (#/hr)	16		25	25		16	39		33	33		39
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	7	4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	48.8	48.8		40.7	40.7			16.5			16.5	
Effective Green, g (s)	48.8	48.8		40.7	40.7			16.5			16.5	
Actuated g/C Ratio	0.67	0.67		0.56	0.56			0.23			0.23	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	200	2348		257	1946			346			348	
v/s Ratio Prot	c0.04	0.32			c0.45							
v/s Ratio Perm	0.43			0.33				c0.15			0.10	
v/c Ratio	0.71	0.48		0.59	0.81			0.68			0.43	
Uniform Delay, d1	12.3	6.0		10.8	13.2			26.0			24.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	11.0	0.2		3.4	2.7			5.5			0.8	
Delay (s)	23.3	6.2		14.2	15.8			31.5			25.2	
Level of Service	C	A		B	B			C			C	
Approach Delay (s)		8.1			15.7			31.5			25.2	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			14.7			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			73.3			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			82.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												




Cumulative With Project PM Peak Hour
4: Schwerin St & Otilia St

05/24/2019

Intersection

Intersection Delay, s/veh 9.4

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	8	14	263	198	20
Future Vol, veh/h	13	8	14	263	198	20
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	9	16	306	230	23
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	8.2	9.8	9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	5%	62%	0%
Vol Thru, %	95%	0%	91%
Vol Right, %	0%	38%	9%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	277	21	218
LT Vol	14	13	0
Through Vol	263	0	198
RT Vol	0	8	20
Lane Flow Rate	322	24	253
Geometry Grp	1	1	1
Degree of Util (X)	0.374	0.034	0.293
Departure Headway (Hd)	4.177	5.056	4.163
Convergence, Y/N	Yes	Yes	Yes
Cap	850	712	849
Service Time	2.259	3.056	2.263
HCM Lane V/C Ratio	0.379	0.034	0.298
HCM Control Delay	9.8	8.2	9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.7	0.1	1.2

Cumulative With Project PM Peak Hour
5: Schwerin St & Partridge St

05/24/2019

Intersection

Intersection Delay, s/veh 9.8

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	70	8	11	0	7	97	10	86	0	164	101	42
Future Vol, veh/h	70	8	11	0	7	97	10	86	0	164	101	42
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	9	12	0	7	103	11	91	0	174	107	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.3	8.7	10.9
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	79%	0%	53%
Vol Thru, %	90%	9%	7%	33%
Vol Right, %	0%	12%	93%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	96	89	104	307
LT Vol	10	70	0	164
Through Vol	86	8	7	101
RT Vol	0	11	97	42
Lane Flow Rate	102	95	111	327
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.136	0.139	0.415
Departure Headway (Hd)	4.829	5.163	4.511	4.574
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	738	691	790	784
Service Time	2.884	3.218	2.565	2.618
HCM Lane V/C Ratio	0.138	0.137	0.141	0.417
HCM Control Delay	8.7	9	8.3	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.5	0.5	0.5	2.1

Cumulative With Project PM Peak Hour
6: ./Schwerin St & Martin St

05/24/2019

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	69	7	7	0	8	13	5	25	5	6	23	79
Future Vol, veh/h	69	7	7	0	8	13	5	25	5	6	23	79
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	7	7	0	9	14	5	27	5	6	24	84
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.1	7.4	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	83%	0%	6%
Vol Thru, %	71%	8%	38%	21%
Vol Right, %	14%	8%	62%	73%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	83	21	108
LT Vol	5	69	0	6
Through Vol	25	7	8	23
RT Vol	5	7	13	79
Lane Flow Rate	37	88	22	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.106	0.024	0.119
Departure Headway (Hd)	4.157	4.33	3.894	3.725
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	822	907	950
Service Time	2.236	2.386	1.972	1.797
HCM Lane V/C Ratio	0.044	0.107	0.024	0.121
HCM Control Delay	7.4	7.9	7.1	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.1	0.4

Cumulative With Project PM Peak Hour

7: Hester Ave/SB 101 Off-Ramp & Bayshore Blvd/to 3rd St & to NB 101

05/24/2019



Movement	EBT	EBR	NBR	SBL2	SBT	SBR
Lane Configurations	↑↑		↔	↔	↑	↔
Traffic Volume (vph)	944	1	35	1803	26	1062
Future Volume (vph)	944	1	35	1803	26	1062
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.95		1.00	0.91	0.91	0.88
Frpb, ped/bikes	1.00		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	1.00		0.86	1.00	1.00	0.85
Flt Protected	1.00		1.00	0.95	0.95	1.00
Satd. Flow (prot)	3539		1611	3221	1618	2695
Flt Permitted	1.00		1.00	0.95	0.95	1.00
Satd. Flow (perm)	3539		1611	3221	1618	2695
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1026	1	38	1960	28	1154
RTOR Reduction (vph)	0	0	0	721	339	580
Lane Group Flow (vph)	1027	0	38	612	316	574
Confl. Peds. (#/hr)		11				12
Turn Type	NA		Prot	Split	NA	Perm
Protected Phases	2		5	4	4	
Permitted Phases						4
Actuated Green, G (s)	32.5		3.8	41.0	41.0	41.0
Effective Green, g (s)	32.5		3.8	41.0	41.0	41.0
Actuated g/C Ratio	0.36		0.04	0.46	0.46	0.46
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1287		68	1478	742	1237
v/s Ratio Prot	c0.29		c0.02	0.19	0.20	
v/s Ratio Perm						c0.21
v/c Ratio	0.80		0.56	0.41	0.43	0.46
Uniform Delay, d1	25.5		41.9	16.1	16.2	16.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5		9.6	0.2	0.4	0.3
Delay (s)	29.0		51.5	16.3	16.6	16.9
Level of Service	C		D	B	B	B
Approach Delay (s)	29.0				16.6	
Approach LOS	C				B	

























Intersection Summary

HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	89.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Cumulative With Project PM Peak Hour






8: Bayshore Blvd & Geneva Ave

05/30/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1137	199	367	1096	335	397	302	718	338	431	256
Future Volume (vph)	115	1137	199	367	1096	335	397	302	718	338	431	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2661
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2661
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	122	1210	212	390	1166	356	422	321	764	360	459	272
RTOR Reduction (vph)	0	0	119	0	0	216	0	0	227	0	0	207
Lane Group Flow (vph)	122	1210	93	390	1166	140	422	321	537	360	459	65
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	14.0	41.0	41.0	26.0	53.0	53.0	19.9	40.0	40.0	12.0	32.1	32.1
Effective Green, g (s)	14.0	41.0	41.0	26.0	53.0	53.0	19.9	40.0	40.0	12.0	32.1	32.1
Actuated g/C Ratio	0.10	0.30	0.30	0.19	0.39	0.39	0.15	0.30	0.30	0.09	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	183	1074	474	340	1996	621	506	1048	469	305	841	632
v/s Ratio Prot	0.07	c0.34		c0.22	0.23		0.12	0.09		c0.10	0.13	
v/s Ratio Perm			0.06			0.09			c0.34			0.02
v/c Ratio	0.67	1.13	0.20	1.15	0.58	0.23	0.83	0.31	1.14	1.18	0.55	0.10
Uniform Delay, d1	58.3	47.0	34.8	54.5	32.3	27.3	55.9	36.8	47.5	61.5	45.1	40.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.8	69.3	0.2	95.0	0.4	0.2	11.3	0.2	87.5	109.7	0.7	0.1
Delay (s)	67.1	116.3	35.0	149.5	32.8	27.5	67.2	36.9	135.0	171.2	45.8	40.3
Level of Service	E	F	D	F	C	C	E	D	F	F	D	D
Approach Delay (s)		101.2			55.6			95.2			85.8	
Approach LOS		F			E			F			F	
Intersection Summary												
HCM 2000 Control Delay			82.5			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			1.14									
Actuated Cycle Length (s)			135.0			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			95.5%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Cumulative With Project PM Peak Hour
9: Bayshore Blvd & Main St

05/24/2019

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	103	1259	980	30
Future Vol, veh/h	0	23	103	1259	980	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	440	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	107	1311	1021	31

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	511	1021
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	508	675
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	508	675
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	508	-	-
HCM Lane V/C Ratio	0.159	-	0.047	-	-
HCM Control Delay (s)	11.3	-	12.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.1	-	-

Cumulative With Project PM Peak Hour
10: Bayshore Blvd & Guadalupe Canyon Pkwy

05/24/2019






Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	←←	→	←	→→	→→	←
Traffic Volume (vph)	358	256	582	1103	492	457
Future Volume (vph)	358	256	582	1103	492	457
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	3362	1583	1770	3539	3539	1550
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	3362	1583	1770	3539	3539	1550
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	373	267	606	1149	512	476
RTOR Reduction (vph)	0	235	0	0	0	237
Lane Group Flow (vph)	373	32	606	1149	513	239
Confl. Peds. (#/hr)	5		10			10
Turn Type	Perm	Perm	Prot	NA	NA	Perm
Protected Phases			5	2	6	
Permitted Phases	4	4				6
Actuated Green, G (s)	9.0	9.0	27.9	58.0	26.1	26.1
Effective Green, g (s)	9.0	9.0	27.9	58.0	26.1	26.1
Actuated g/C Ratio	0.12	0.12	0.37	0.77	0.35	0.35
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	403	189	658	2736	1231	539
v/s Ratio Prot			c0.34	c0.32	0.14	
v/s Ratio Perm	c0.11	0.02				0.15
v/c Ratio	0.93	0.17	0.92	0.42	0.42	0.44
Uniform Delay, d1	32.7	29.6	22.5	2.9	18.6	18.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.9	0.4	18.3	0.5	1.0	2.6
Delay (s)	59.5	30.1	40.8	3.3	19.7	21.5
Level of Service	E	C	D	A	B	C
Approach Delay (s)	47.2			16.3	20.5	
Approach LOS	D			B	C	
Intersection Summary						
HCM 2000 Control Delay			23.4		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.73			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	12.0
Intersection Capacity Utilization			72.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Cumulative With Project PM Peak Hour
11: Schwerin St & A Street

05/24/2019

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	0	109	11	0	121
Future Vol, veh/h	12	0	109	11	0	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	0	116	12	0	129

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	251	122	0
Stage 1	122	-	-
Stage 2	129	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	738	929	-
Stage 1	903	-	-
Stage 2	897	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	738	929	-
Mov Cap-2 Maneuver	738	-	-
Stage 1	903	-	-
Stage 2	897	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	738	1458
HCM Lane V/C Ratio	-	-	0.017	-
HCM Control Delay (s)	-	-	10	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Cumulative With Project PM Peak Hour
12: Martin St & B Street

05/24/2019

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	35	43	22	0
Future Vol, veh/h	0	25	35	43	22	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	37	46	23	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	83	0	0 87 60
Stage 1	-	-	- 60 -
Stage 2	-	-	- 27 -
Critical Hdwy	4.12	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.318
Pot Cap-1 Maneuver	1514	-	- 914 1005
Stage 1	-	-	- 963 -
Stage 2	-	-	- 996 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1514	-	- 914 1005
Mov Cap-2 Maneuver	-	-	- 914 -
Stage 1	-	-	- 963 -
Stage 2	-	-	- 996 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1514	-	-	-	914
HCM Lane V/C Ratio	-	-	-	-	0.026
HCM Control Delay (s)	0	-	-	-	9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Cumulative With Project PM Peak Hour
13: Linda Vista Dr & Martin St extension

05/24/2019

Intersection

Int Delay, s/veh 1.1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 22 0 0 21 107 47

Future Vol, veh/h 22 0 0 21 107 47

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 94 94 94 94 94 94

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 23 0 0 22 114 50

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 161 139 164 0 - 0

Stage 1 139 - - - - -

Stage 2 22 - - - - -

Critical Hdwy 6.42 6.22 4.12 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.218 - - -

Pot Cap-1 Maneuver 830 909 1414 - - -

Stage 1 888 - - - - -

Stage 2 1001 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 830 909 1414 - - -

Mov Cap-2 Maneuver 830 - - - - -

Stage 1 888 - - - - -

Stage 2 1001 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.5 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1414 - 830 - -

HCM Lane V/C Ratio - - 0.028 - -

HCM Control Delay (s) 0 - 9.5 - -

























HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Cumulative With Project PM Peak Hour with NBR overlap

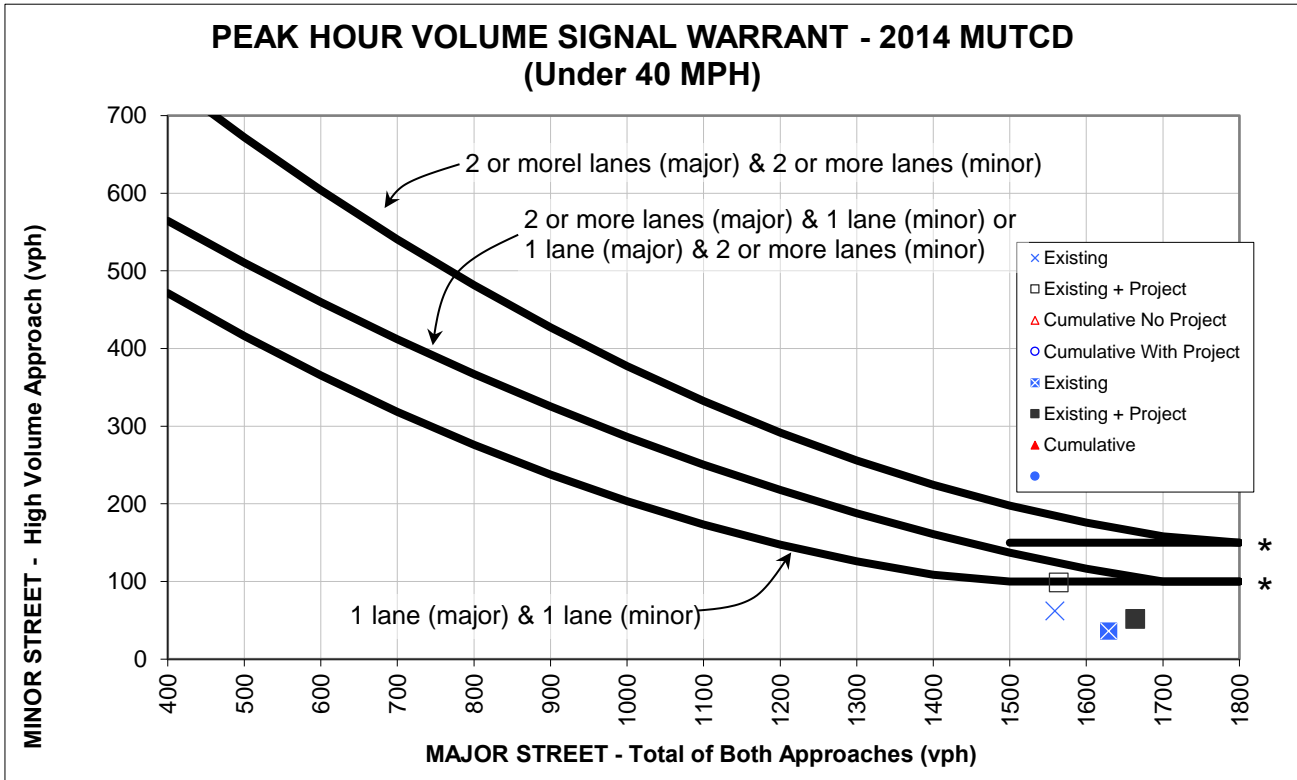
8: Bayshore Blvd & Geneva Ave

05/30/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	1137	199	367	1096	335	397	302	718	338	431	256
Future Volume (vph)	115	1137	199	367	1096	335	397	302	718	338	431	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2665
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1563	1770	5085	1583	3433	3539	1583	3433	3539	2665
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	122	1210	212	390	1166	356	422	321	764	360	459	272
RTOR Reduction (vph)	0	0	116	0	0	188	0	0	44	0	0	223
Lane Group Flow (vph)	122	1210	96	390	1166	168	422	321	720	360	459	49
Confl. Peds. (#/hr)	1						11					11
Confl. Bikes (#/hr)			1									
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	13.4	43.1	43.1	30.0	59.7	59.7	15.0	19.9	49.9	17.8	22.7	22.7
Effective Green, g (s)	13.4	43.1	43.1	30.0	59.7	59.7	15.0	19.9	49.9	17.8	22.7	22.7
Actuated g/C Ratio	0.11	0.34	0.34	0.24	0.47	0.47	0.12	0.16	0.39	0.14	0.18	0.18
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	187	1202	531	418	2394	745	406	555	672	481	633	477
v/s Ratio Prot	0.07	c0.34		0.22	0.23		c0.12	0.09	c0.25	0.10	c0.13	
v/s Ratio Perm			0.06			0.11			0.20			0.02
v/c Ratio	0.65	1.01	0.18	0.93	0.49	0.22	1.04	0.58	1.07	0.75	0.73	0.10
Uniform Delay, d1	54.5	41.8	29.4	47.4	23.0	19.9	55.9	49.6	38.5	52.3	49.1	43.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	27.6	0.2	27.7	0.2	0.2	55.3	1.5	55.3	6.3	4.1	0.1
Delay (s)	62.4	69.4	29.6	75.2	23.2	20.0	111.2	51.0	93.8	58.6	53.2	43.6
Level of Service	E	E	C	E	C	C	F	D	F	E	D	D
Approach Delay (s)		63.4			33.2			89.5			52.6	
Approach LOS		E			C			F			D	
Intersection Summary												
HCM 2000 Control Delay			58.4				HCM 2000 Level of Service		E			
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			126.8				Sum of lost time (s)		16.0			
Intersection Capacity Utilization			95.5%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

Appendix C

Traffic Signal Warrants

#9 Bayshore Boulevard & Main Street

* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

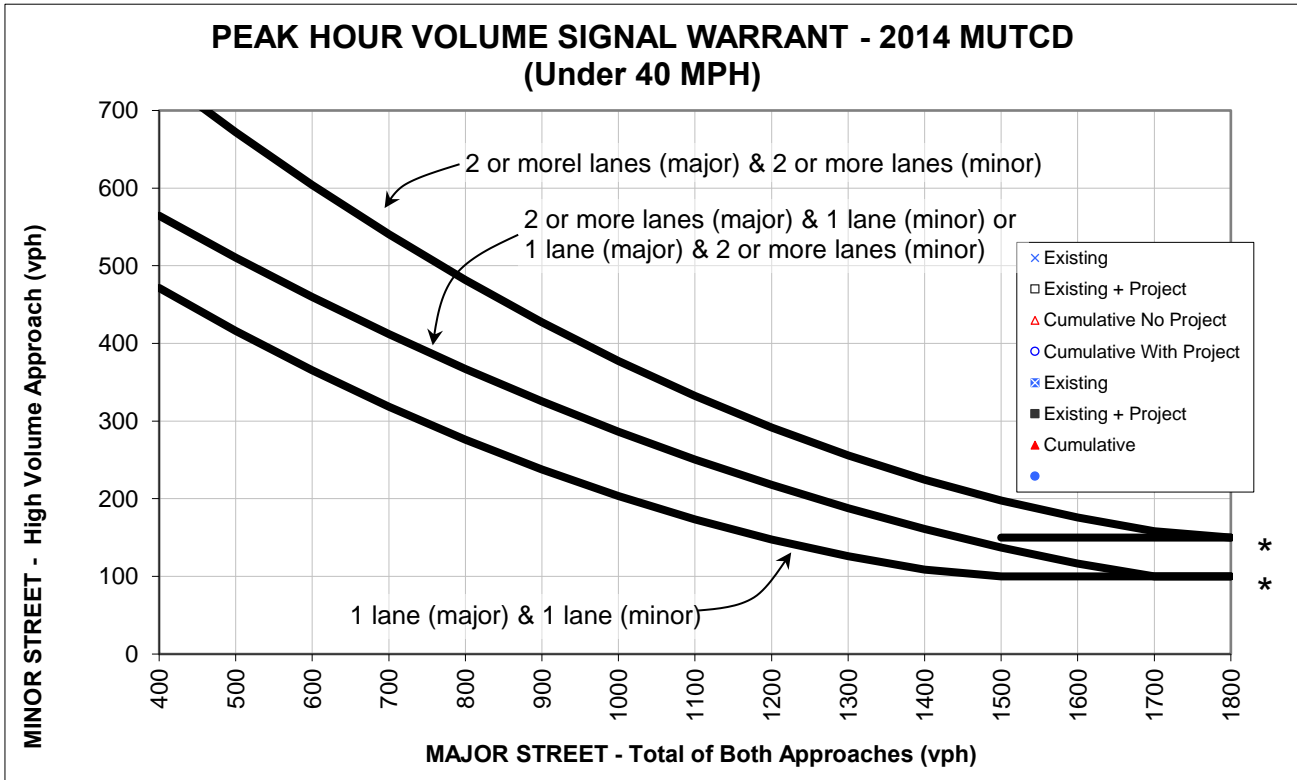
Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH

AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Bayshore Blvd		x	1559	1564	2528	2529
Minor Street - Highest Approach	Main Street	x		62	99	61	91
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Bayshore Blvd		x	1629	1664	2353	2372
Minor Street - Highest Approach	Main Street	x		36	52	23	23
Warrant Met?				N	N	N	N

#11 Schwerin Street & New 'A' Street

* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH

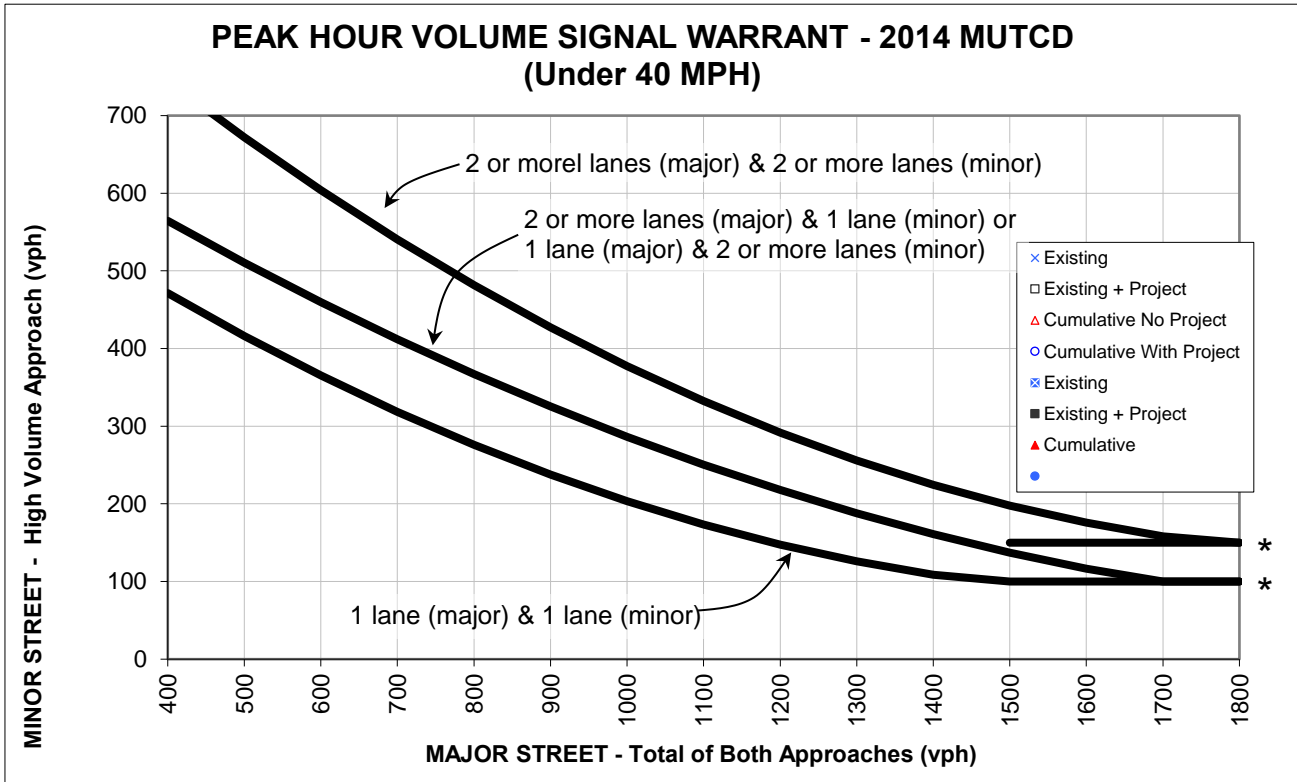
AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Schwerin Street	x		172	190	242	247
Minor Street - Highest Approach	New 'A' Street	x		0	10	0	10
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Schwerin Street	x		170	189	228	241
Minor Street - Highest Approach	New 'A' Street	x		0	10	0	12
Warrant Met?				N	N	N	N

#12 New 'B' Street & Martin Street



* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

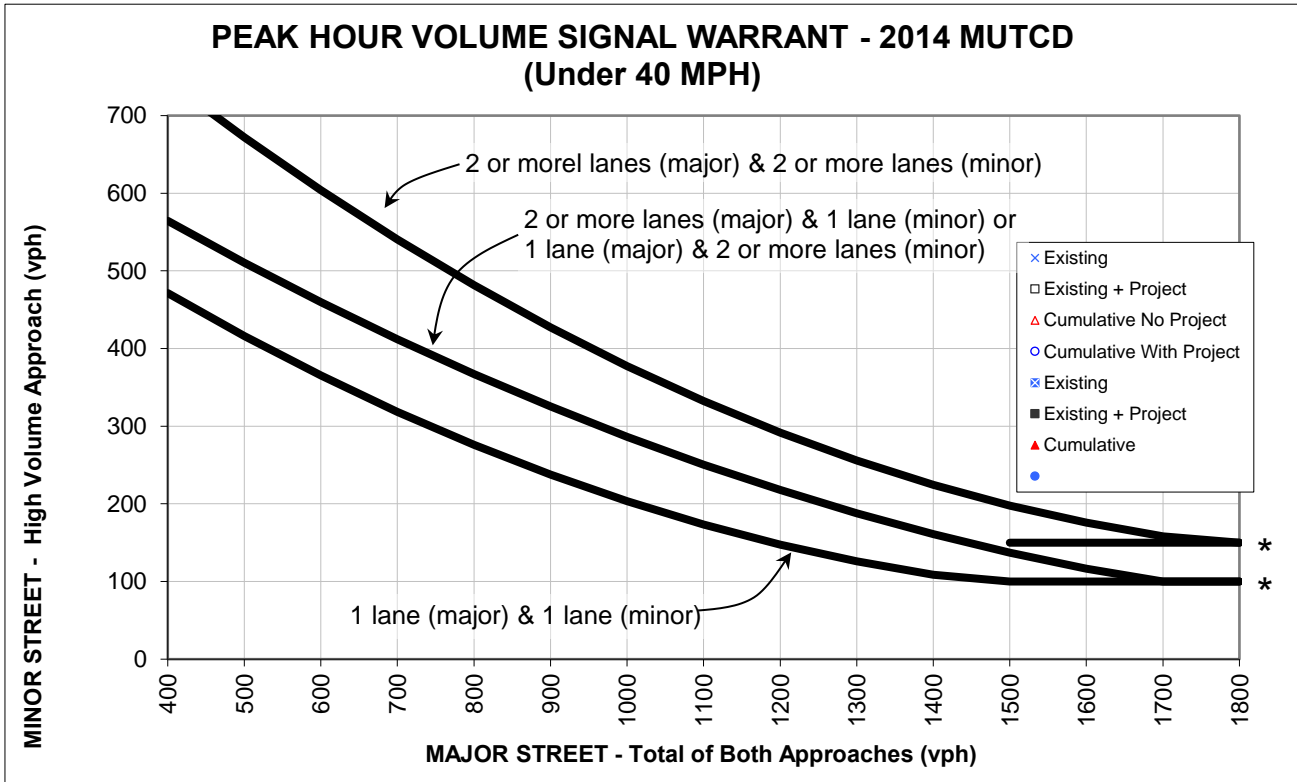
Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH

AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Martin Street	x		34	43	51	60
Minor Street - Highest Approach	New 'B' Street	x		0	42	0	42
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Two-Block Road - Volume					
		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Martin Street	x		36	75	60	103
Minor Street - Highest Approach	New 'B' Street	x		0	21	0	22
Warrant Met?				N	N	N	N

#13 Linda Vista Drive and Martin Street extension

* NOTE: 150 vph applies as the lower threshold volume for a minor street approach with 2 or more lanes and 100 vph applies as the lower threshold volume for a minor street approach with 1 lane.

Peak Hour Volume Warrant Per 2012 MUTCD- Under 40 MPH

AM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Linda Vista Drive	x		93	112	72	89
Minor Street - Highest Approach	Martin Street ext	x		0	39	15	43
Warrant Met?				N	N	N	N

PM Peak Hour Volumes

		Approach Lanes		Existing	Existing + Project	Cumulative	
		One	2 or More			No Project	With Project
Major Street - Both Approaches	Linda Vista Drive	x		125	179	147	175
Minor Street - Highest Approach	Martin Street ext	x		0	21	8	22
Warrant Met?				N	N	N	N