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MEMORANDUM

DATE: April 25, 2019

TO: Trevor Boucher, Fairfield Residential

FROM: Theresa Wallace, AICP, Principal
Matthew Wiswell, Project Manager

SUBJECT: California Environmental Quality Act (CEQA) DSASP FEIR Environmental Consistency Analysis for the 200 Airport Boulevard Project, South San Francisco, California

INTRODUCTION

This memorandum and attachments provide a description of the 200 Airport Boulevard Project (proposed project) and substantial evidence to confirm that the proposed project is exempt from further environmental analysis per Section 15168(c) of the California Environmental Quality Act (CEQA). The approximately 0.55-acre project site is located at 200-214 Airport Boulevard in South San Francisco, San Mateo County, at the corner of Airport Boulevard and Grand Avenue. The proposed project would include the demolition of five one- to two-story structures and associated pavements on the site in order to grade and construct a new seven-story mixed-use building for 94 residential units,3,630 square feet of commercial retail space, and 110 parking spaces in a two-story parking garage. Construction of the proposed project is anticipated to occur over approximately 25 months, starting in March 2020 and ending in April 2022.

Attachment A provides a description of the proposed project. This attachment includes a description of the location, existing site characteristics, the proposed project, and required approvals and entitlements. The City of South San Francisco is the CEQA lead agency for the project.

The responses in the environmental checklist (Attachment B) prepared for the project demonstrate, for each CEQA topic, that because the proposed project was evaluated and impacts were mitigated to the maximum degree possible by the Downtown Station Area Specific Plan (DSASP) and its Final Environmental Impact Report (FEIR), no additional CEQA review is required. CEQA Guidelines Section 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. The responses contained in the checklist confirm that the project was considered within the scope of the evaluation within the DSASP FEIR and no new impacts were identified and no new mitigation measures are required.

SUMMARY

The following recommendations and conditions of approval outlined in Attachment B would ensure the proposed project would not result in any new or more severe impacts than those that were previously analyzed in the DSASP FEIR:

- Project-Specific Condition of Approval 1: In compliance with the requirements of DSASP Mitigation Measure MM4.2-1, the project contractor shall ensure all off-road diesel-powered construction equipment used for the project meet the California Air Resources Board (CARB) Tier 2 emissions standards and are retrofitted with a level 3 diesel particulate filter or equivalent.

- Project-Specific Condition of Approval 2: In compliance with DSASP Mitigation Measures MM4.2-3, the following measures shall be required to reduce health risks to a level sufficient to achieve compliance with BAAQMD thresholds:

    - The project applicant shall provide a heating, ventilation, and air conditioning (HVAC) system with a control efficiency sufficient to result in a reduction of a minimum 75.0 percent of particulates of 2.5 microns or less, such as Minimum Efficiency Reporting Value (MERV)-12 filters or greater, for indoor air filtration systems. The ventilation system shall be certified to achieve the stated performance effectiveness from indoor areas.

    - All air intakes shall be located as far away from US 101 as feasible.

    - The project applicant shall ensure the proper indications on the specifications for maintaining the installed air filtration system are provided to future residents of the project site.

- Project-Specific Condition of Approval 3: In compliance with the requirements of DSASP Mitigation Measure MM4.6-3, the project applicant shall implement the following measures, or similar combination of measures, which demonstrate that interior noise levels would be reduced to an acceptable level of 45 dBA CNEL or lower:

    - In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all units.

    - All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.

    - All windows and doors shall be installed in an acoustically-effective manner. Sliding-window panels shall form an air-tight seal when in the closed position and the window frames shall be caulked to the wall opening around the perimeter with a non-hardening caulking compound to prevent sound infiltration. Exterior doors shall seal air-tight around the full perimeter when in the closed position.

  - A Final Acoustical Report shall be completed prior to issuance of a building permit to determine all the minimum STC ratings for the walls, windows, and doors to be provided to the City for review. This report shall be completed by a qualified acoustical consultant to ensure that the selected windows and doors in combination with wall assemblies would reduce interior noise levels sufficiently to meet the City's interior noise standard for residential uses.

- Project-Specific Condition of Approval 4: In compliance with DSASP Mitigation Measure MM4.6-5, at the time of building permit submittal, the project applicant shall submit a site specific vibration analysis to confirm what, if any, vibration design mitigation measures have been implemented into the building design to ensure vibration levels are reduced to less than 72 VdB. The report shall be submitted to the City for review as part of the building permit submittal package. If necessary, methods to reduce vibration may include, but are not limited to, the use of elastomer pads to support the building foundation, deeper joists, shorter floor spans, and/or lally columns. Proposed building structures should be designed to minimize vibration amplification at the upper floors.

- Project-Specific Recommendation 1: The proposed project should designate a loading area for moving/delivery trucks and ridesharing vehicles to pick-up and drop-off residents.

- Project-Specific Recommendation 2: The proposed project should include a Travel Demand Management (TDM) program to implement strategies to encourage residents to use transit and off-set the potential parking deficit.

- Project-Specific Recommendation 3: The proposed project shall provide 12 short-term bicycle parking spaces on site as required by the zoning ordinance.

CONCLUSION

The City can approve the proposed project as being within the scope of the DSASP covered by its FEIR and no new environmental document for the purposes of CEQA clearance is required. Pursuant to Public Resources Code section 21166 and CEQA Guidelines Section 15168, the proposed project is exempt from further review under CEQA. This analysis finds that a Notice of Exemption may be prepared for the project and filed with the San Mateo County Clerk.

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ATTACHMENT A

PROJECT DESCRIPTION

ATTACHMENT A
PROJECT DESCRIPTION

The following describes the 200 Airport Boulevard Project (proposed project) that is the subject of this Environmental Consistency Analysis (ECA) prepared per the California Environmental Quality Act (CEQA). The proposed project would result in the construction of a new seven-story mixed-use residential building and associated improvements in the City of South San Francisco (City). This chapter includes a description of the location of the project site, the existing site conditions, the project background, the proposed improvements, and required approvals and permits.

PROJECT SITE

The following section describes the project location, existing conditions, surrounding land uses, and the regulatory setting.

Project Location

The approximately 0.55-acre project site is located at 200-214 Airport Boulevard in South San Francisco, San Mateo County. The project site is bounded by a future Caltrain Plaza and Grand Avenue to the north, a Union Pacific Railroad (UPRR) right-of-way and U.S. Highway 101 (US 101) to the east, residential uses that are currently under construction to the south, and Airport Boulevard to the west. The project site includes five parcels with the following Assessor's Parcel Numbers (APNs): 012-338-010, 012-338-020, 012-338-030, 012-338-040, and 012-338-050. Figure 1 shows the project site's regional and local context. Figure 2 depicts an aerial photograph of the project site and surrounding land uses.

Regional vehicular access to the project site is provided by US 101, located adjacent to the project site to the east. The closest on- and off-ramps for US 101 are located just north of the intersection of Airport Boulevard and Grand Avenue. The existing South San Francisco Caltrain Station, which provides hourly service between San Francisco and Gilroy, is located approximately 0.2 miles northeast of the project site. The future South San Francisco Caltrain Station, which is expected to open in 2021, will be approximately 0.1 miles northeast of the project site, with a new City plaza and pedestrian underpass directly adjacent to the site.

Existing Conditions

The generally level project site is located in the southern portion of the South San Francisco Downtown Station Area Specific Plan (DSASP)[1] Planning Area (Plan Area). The majority of the site is currently covered with impervious surfaces, consisting of buildings and paved parking lots, driveways, and walkways.

[1] South San Francisco, City of, 2015. *South San Francisco Downtown Station Area Specific Plan*. February.

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FIGURE 1

0 1000 2000

SOURCE: NATIONAL GEOGRAPHIC (C) 2018; ESRI WORLD STREET MAP (C) 2018.

200 Airport Boulevard Project

Project Location and Regional Vicinity Map

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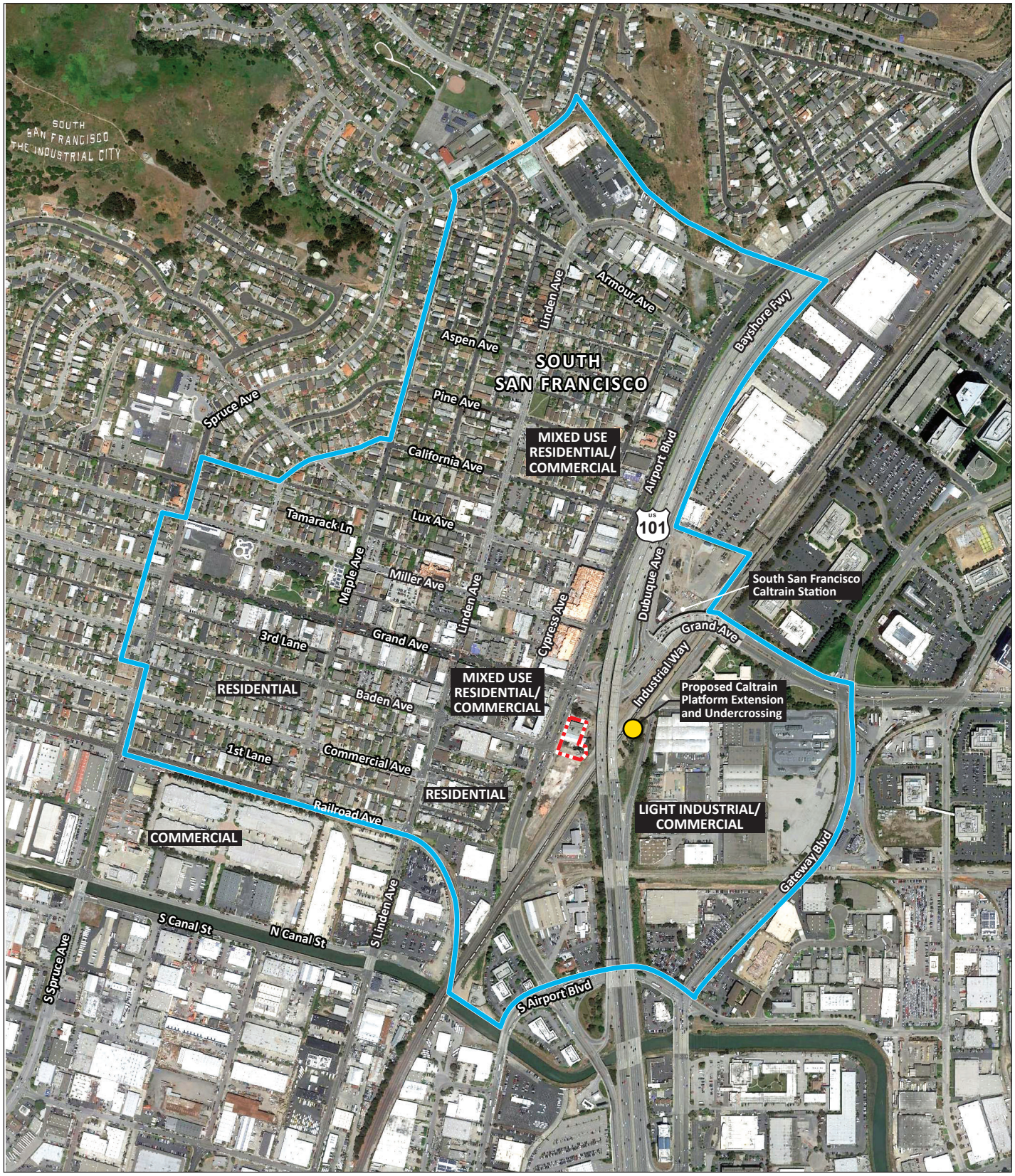

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FIGURE 2

0 500 1000
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Project Site

Downtown Station Area Specific Plan Boundary

200 Airport Boulevard Project

Aerial Photograph of Project Site and Surrounding Land Uses

SOURCES: GOOGLE EARTH, 5/10/18; LSA, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 2_Aerial Photograph of Project Site.ai (11/5/18)

Five existing one- to two-story commercial buildings totaling approximately 15,100 square feet in size are located on the project site. All five structures are accessible via Airport Boulevard. Additionally, the building at 214 Airport Boulevard is accessible via Grand Avenue. A total of approximately 17 associated surface parking spaces are located on the site. Figure 3 shows the existing conditions on the project site. Table A provides a summary of the existing buildings on the project site.

Table A: 200-214 Airport Boulevard Existing Building Summary

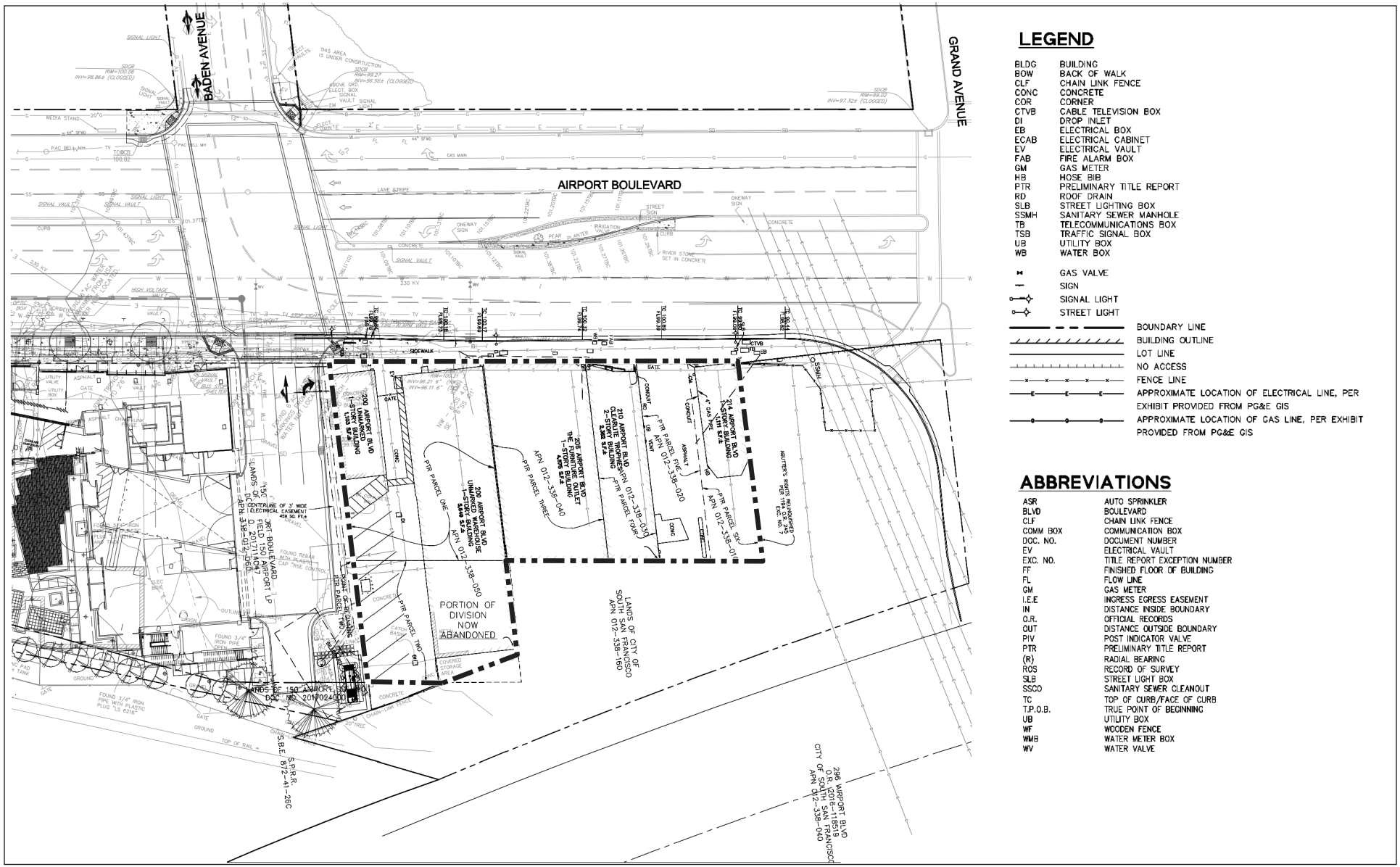
Address	Assessor's Parcel Number	Current Use	Size (square feet)	Height
200 Airport Boulevard[a]	012-338-050	Vacant/Unmarked	1,103; 5,649	One-story
206 Airport Boulevard	012-338-040	Commercial	4,875	One-story
210 Airport Boulevard	012-338-030	Commercial	2,362	Two-story
214 Airport Boulevard	012-338-010	Vacant	1,111	One-story

Source: BKF Engineers (September 2018).
[a] There are two buildings located at 200 Airport Boulevard.

Ruderal vegetation, including ornamental trees and grasses, are scattered throughout the project site. Approximately seven trees are located within, or immediately adjacent to, the project site.

Surrounding Land Uses

As shown in Figure 2, a variety of land uses surround the project site. Bordering the project site to the north will be a the new City plaza and pedestrian underpass that is currently under construction, and once complete will connect to the South San Francisco Caltrain Station. Further north of the project site is US 101 and a mix of commercial, light industrial, and residential uses. Immediately east of the project site is the Caltrain underpass, the UPRR right-of-way, and US 101. Further east, land uses include industrial, commercial, and research and development (R&D). Bordering the project site to the south is the 150 Airport Boulevard project, which is a 157-unit residential building that is currently under construction, with an estimated completion date of the fourth quarter of 2020. Further south of the project site is the UPRR right-of-way, light industrial, and commercial uses. Bordering the project site to the west is Airport Boulevard, across which is the recently completed 211 Airport Boulevard development, which includes 69 residential units. Land uses are mixed further west of the project site, but are predominantly residential and commercial.



LEGEND

BLDG	BUILDING
BOW	BACK OF WALK
CLF	CHAIN LINK FENCE
CONC	CONCRETE
COR	CORNER
CTVB	CABLE TELEVISION BOX
DI	DROP INLET
EB	ELECTRICAL BOX
ECAB	ELECTRICAL CABINET
EV	ELECTRICAL VAULT
FAB	FIRE ALARM BOX
GM	GAS METER
HB	HOSE BIB
PTR	PRELIMINARY TITLE REPORT
RD	ROOF DRAIN
SLB	STREET LIGHTING BOX
SSMH	SANITARY SEWER MANHOLE
TB	TELECOMMUNICATIONS BOX
TSB	TRAFFIC SIGNAL BOX
UB	UTILITY BOX
WB	WATER BOX

GAS VALVE
SIGN
SIGNAL LIGHT
STREET LIGHT

BOUNDARY LINE
BUILDING OUTLINE
LOT LINE
NO ACCESS
FENCE LINE
APPROXIMATE LOCATION OF ELECTRICAL LINE, PER EXHIBIT PROVIDED FROM PG&E GIS
APPROXIMATE LOCATION OF GAS LINE, PER EXHIBIT PROVIDED FROM PG&E GIS

ABBREVIATIONS

ASR	AUTO SPRINKLER
BLVD	BOULEVARD
CLF	CHAIN LINK FENCE
COMM BOX	COMMUNICATION BOX
DOC. NO.	DOCUMENT NUMBER
EV	ELECTRICAL VAULT
EXC. NO.	TITLE REPORT EXCEPTION NUMBER
FF	FINISHED FLOOR OF BUILDING
FL	FLOW LINE
GM	GAS METER
I.E.E	INGRESS EGRESS EASEMENT
IN	DISTANCE INSIDE BOUNDARY
O.R.	OFFICIAL RECORDS
OUT	DISTANCE OUTSIDE BOUNDARY
PIV	POST INDICATOR VALVE
PTR	PRELIMINARY TITLE REPORT
(R)	RADIAL BEARING
ROS	RECORD OF SURVEY
SLB	STREET LIGHT BOX
SSCO	SANITARY SEWER CLEANOUT
TC	TOP OF CURB/FACE OF CURB
T.P.O.B.	TRUE POINT OF BEGINNING
UB	UTILITY BOX
WF	WOODEN FENCE
WMB	WATER METER BOX
WV	WATER VALVE

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FIGURE 3

0 40 80
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Project Site

200 Airport Boulevard Project
Existing Site Conditions

SOURCE: BKF, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 3_Existing Site Conditions.ai (11/5/18)

Regulatory Setting

All five parcels within the project site are designated Downtown Transit Core (DTC) in the South San Francisco DSASP.[2] The DTC allows up to 180 units per acre with the inclusion of community incentives and public benefits.[3] The DTC is envisioned to be a vibrant, mixed-use area suitable for the highest intensities of new development in the Downtown area. Figure 4 shows the existing DSASP land use diagram and the location of the project site within the DSASP Plan Area.

DOWNTOWN STATION AREA SPECIFIC PLAN

In 2015, the City of South San Francisco adopted the DSASP as a guide for future development in the portion of the City of South San Francisco that lies within a ½-mile radius of the Caltrain Station. The DSASP provides the blueprint for future change and improvements in the Downtown and adjoining areas. The DSASP Environmental Impact Report (EIR)[4] was certified in January 2015 and evaluates the environmental impact of 1,435 units of residential development, the addition of 511,780 square feet of commercial business space, the addition of 21,250 square feet of industrial space, the creation of 268,800 square feet of commercial retail space, and the creation of 1,185,049 square feet of office and R&D space.

The DSASP includes two main areas: Downtown and the Eastern Neighborhood. The project site is situated in the Downtown area, which includes the entire DSASP Plan Area west of US 101. The DSASP identifies four sub-areas within the Downtown area that are intended to be the focus of change for the future. Each sub-area has its own policies related to land uses and density. The project site is located within the Downtown Transit Core sub-area.

PROPOSED PROJECT

This section provides a description of the proposed project as identified in the materials provided by the project applicant that are dated December 3, 2018.[5] The proposed project would involve the demolition of all existing structures and associated pavements on the project site and the construction of a seven-story mixed-use residential building that would include 94 residential units and 3,630 square feet of commercial retail space. Figure 5 shows a conceptual site plan for the proposed project. The proposed project components are described in detail below.

The DSASP EIR evaluated the environmental impacts associated with implementation of the entire DSASP, of which the proposed project is a part of. Table B shows the housing units and commercial space assumptions evaluated within the DSASP FEIR, the number of approved units and commercial space, and the remaining development available. As shown, the development associated with the proposed project is within the amount of growth evaluated within the DSASP FEIR.

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2 Ibid.

3 South San Francisco, City of, 2018. Ordinance 1553-2018. March 28.

4 South San Francisco, City of, 2015. *South San Francisco Downtown Station Area Specific Plan Final Environmental Impact Report*. January 28.

5 It should be noted that the analysis throughout this document was based on the development of 98 residential units on the project site. The proposed project has since been revised to include 4 fewer units (94 units are proposed). Therefore, the analysis of project impacts is conservative and is slightly overestimated.

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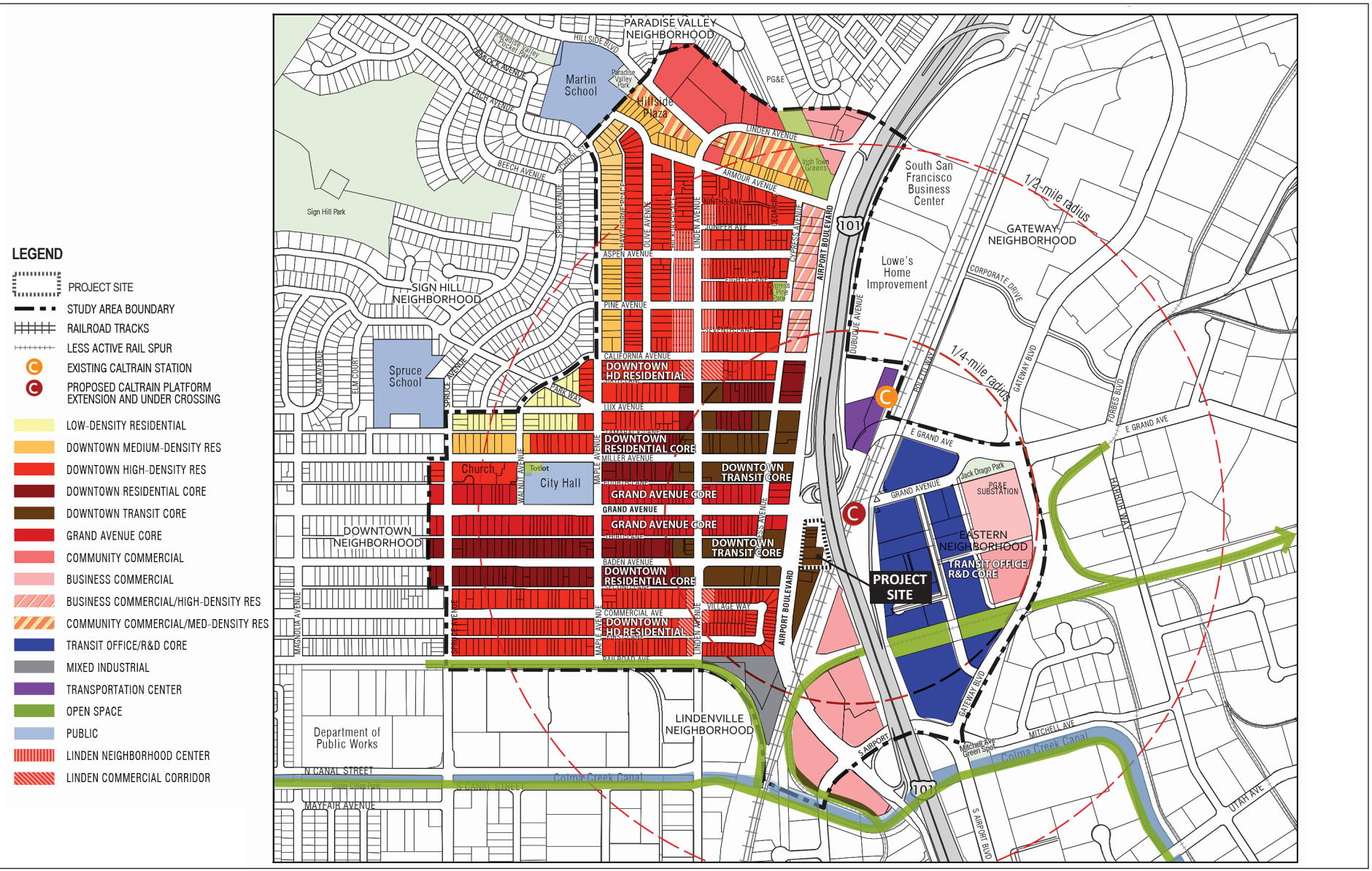

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FIGURE 4

200 Airport Boulevard Project

Existing Downtown Station Area Specific Plan Land Use

SOURCE: CITY OF SOUTH SAN FRANCISCO, FEBRUARY 2015.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 4_Existing Downtown Station Area SP LU.ai (1/31/19)

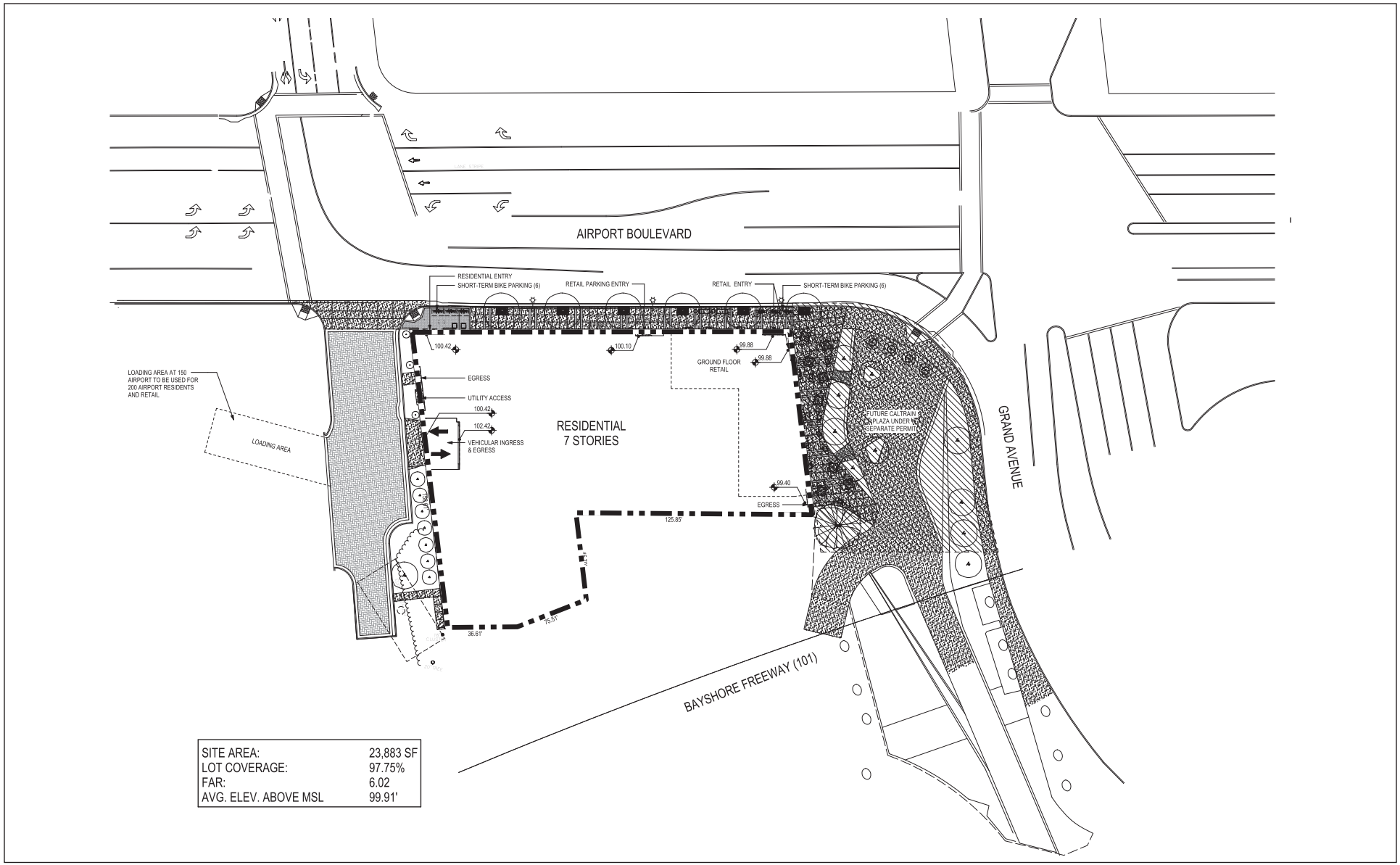

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FIGURE 5

0 30 60
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Project Site

200 Airport Boulevard Project
Conceptual Site Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 5_Conceptual Site Plan.ai (1/31/19)

Table B: Existing and Proposed Housing Units and Commercial Space within the Plan DSASP Area

	Evaluated within the DSASP FEIR	Approved	Remaining Development Available	Proposed Project
Housing Units	1,435	960	475	94
Commercial Space (square feet)	268,800	14,150	254,650	3,630

Source: City of South San Francisco Development and Construction Map (January 7, 2019).

Building Program

The proposed project would result in the construction of 94 residential apartment units in five stories above a two-story parking garage with ground level commercial space, at a density of 171 dwelling units per acre. The unit mix includes 26 studio units averaging approximately 573 square feet in size, 39 one-bedroom units averaging 789 square feet in size, and 29 two-bedroom units averaging approximately 1,084 square feet in size. The ground level would include approximately 3,630 square feet of commercial retail space that would be located in the northern portion of the proposed building and front to both Airport Boulevard and the Caltrain pedestrian plaza, and a 967 square-foot residential lobby in the southwest corner of the proposed building. Figures 6 through 10 show conceptual floor plans for the proposed building.The proposed project would consist of a single continuous building with residential units generally situated along the edges of the project site with an interior podium courtyard on the third story and a roof deck on the seventh. The proposed building would be seven stories (83 feet) in height. Conceptual building elevations are shown in Figure 11.

Open Space and Landscaping

The proposed project would include a total of 8,125 square feet of common open space. This would include approximately 4,832 square feet of private balconies for individual units, a 2,047-square-foot courtyard on the third story, and a 1,246-square-foot roof deck on the seventh story. Amenities on the third floor courtyard would include outdoor seating, barbeques, group dining tables, a game area, and raised metal planters. Amenities on the seventh floor roof deck would include private and common seating areas, dining tables, a barbeque area, and fireplace. A total of 15 new trees and various shrubs and ground covers would be planted as a part of the proposed project. A conceptual landscaping plan is shown in Figure 12.

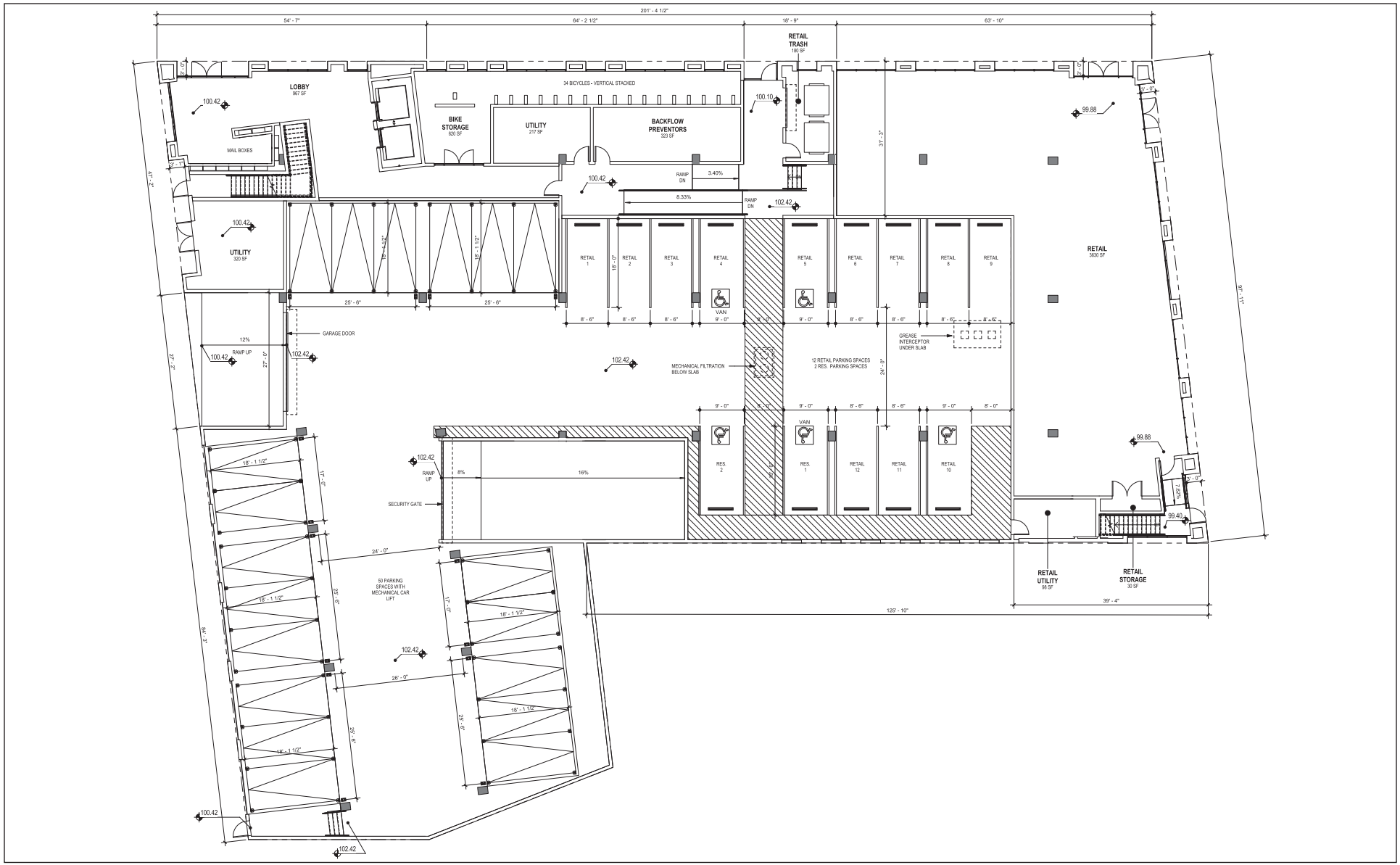

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FIGURE 6

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200 Airport Boulevard Project
Conceptual Level 1 Floor Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 6_Conceptual Level 1 Floor Plan.ai (1/31/19)

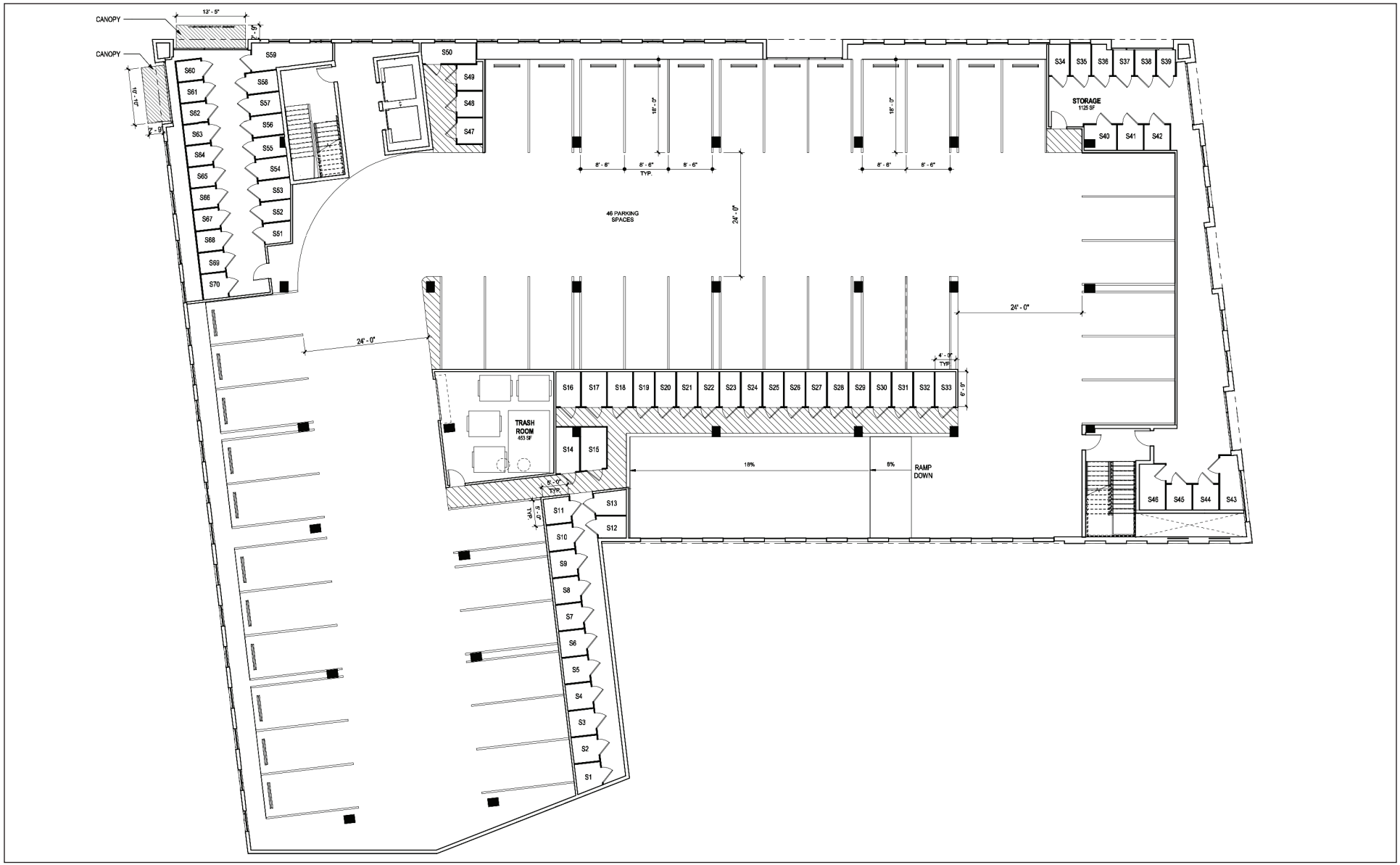

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FIGURE 7

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200 Airport Boulevard Project
Conceptual Level 2 Floor Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 7_Conceptual Level 2 Floor Plan.ai (11/5/18)

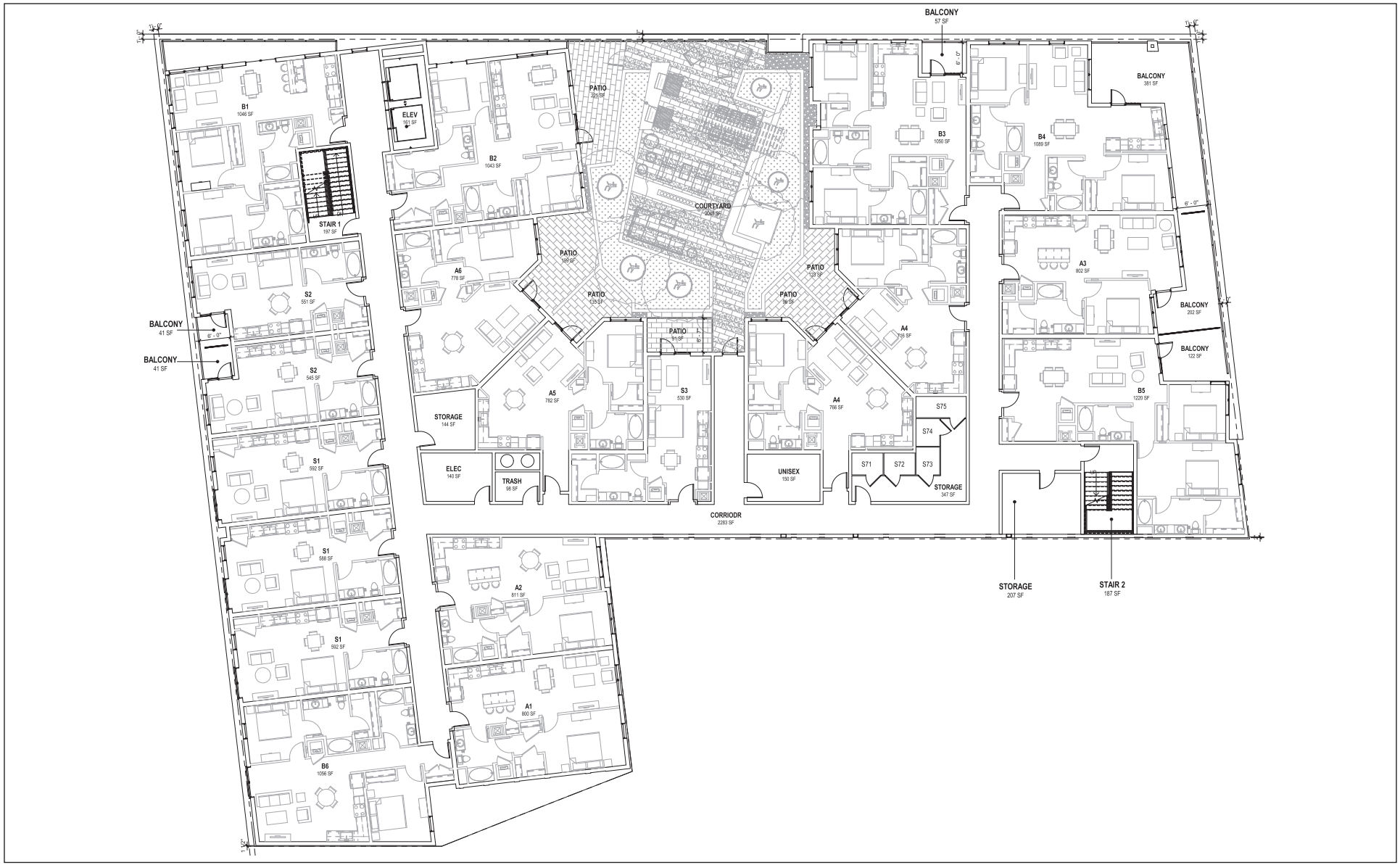

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FIGURE 8

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200 Airport Boulevard Project
Conceptual Level 3 Floor Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 8_Conceptual Level 3 Floor Plan.ai (2/26/19)

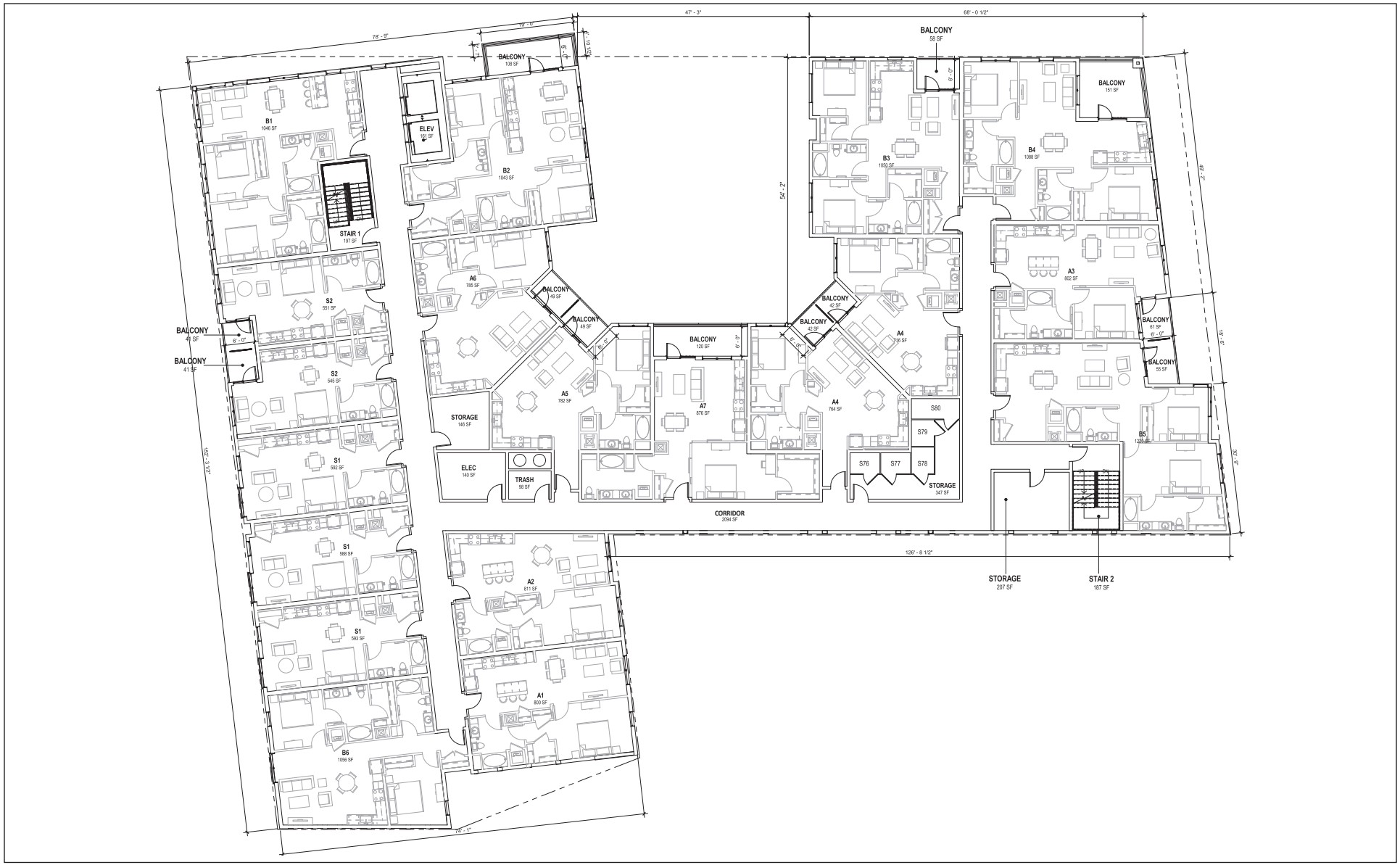

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FIGURE 9

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200 Airport Boulevard Project
Conceptual Level 4-6 Floor Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 9_Conceptual Level 4-6 Floor Plan.ai (2/26/19)

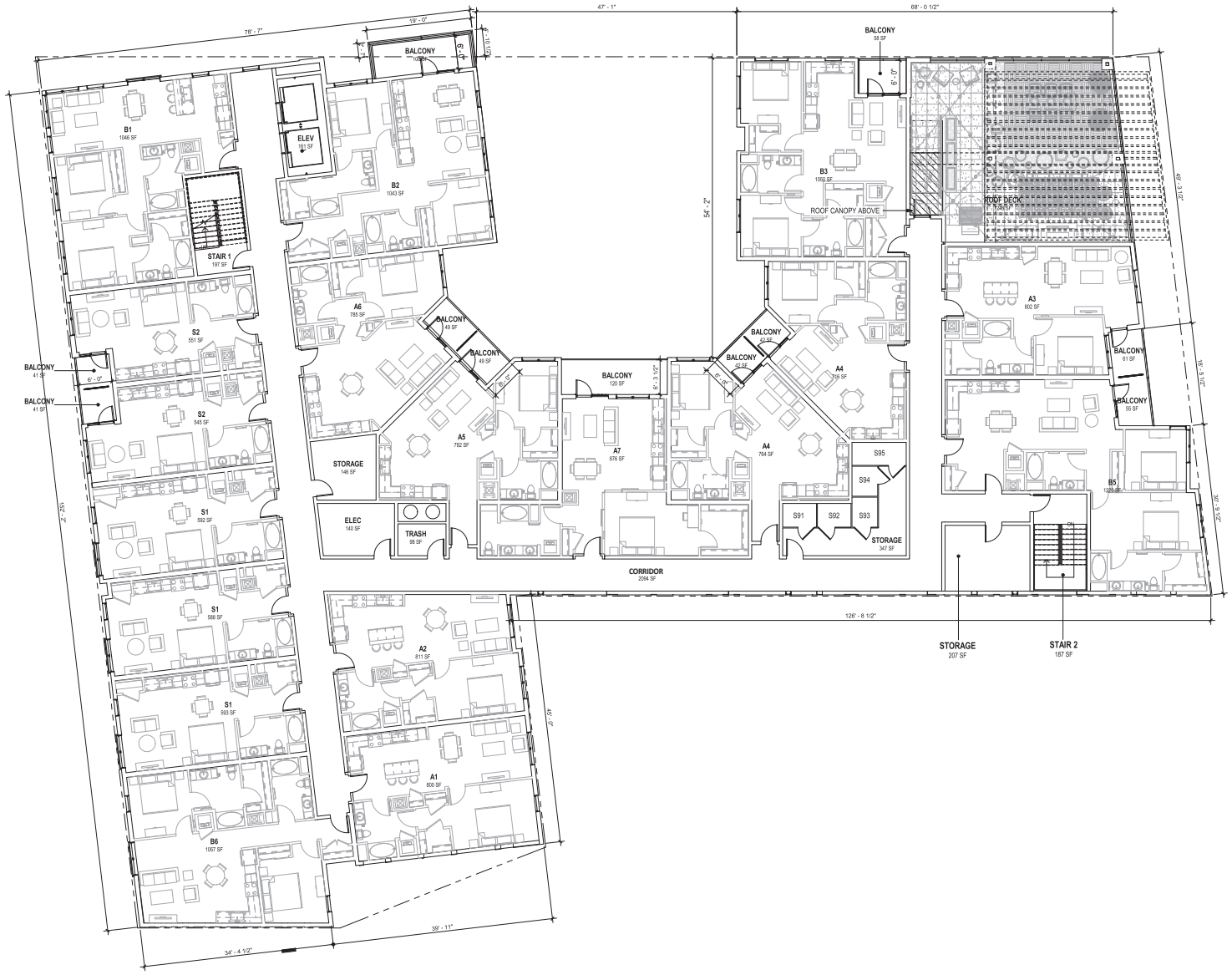

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FIGURE 10

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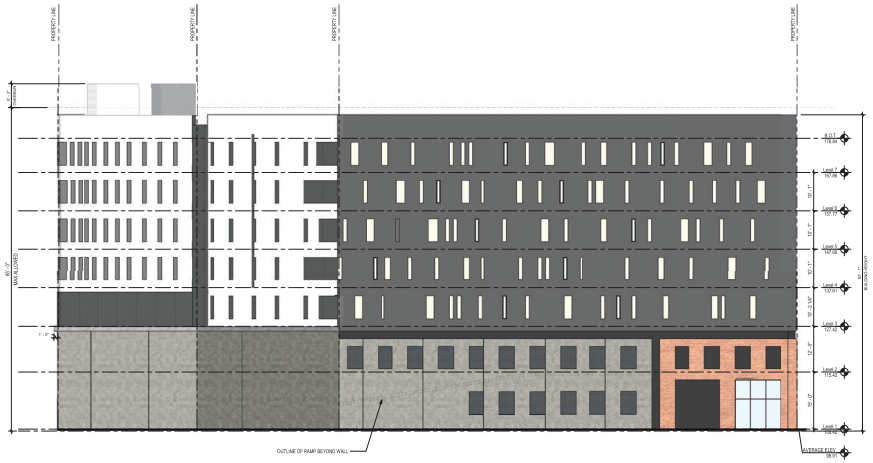
200 Airport Boulevard Project
Conceptual Level 7 Floor Plan

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 10_Conceptual Level 7 Floor Plan.ai (2/26/19)

Conceptual West Elevation - Airport Boulevard



Conceptual East Elevation - Below US-101

Conceptual North Elevation - Grand Avenue

Conceptual South Elevation - 150 Airport Boulevard

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FIGURE 11

NOT TO SCALE

200 Airport Boulevard Project
Conceptual Building Elevations

SOURCE: CARRIERJOHNSON + CULTUR3, 2018.

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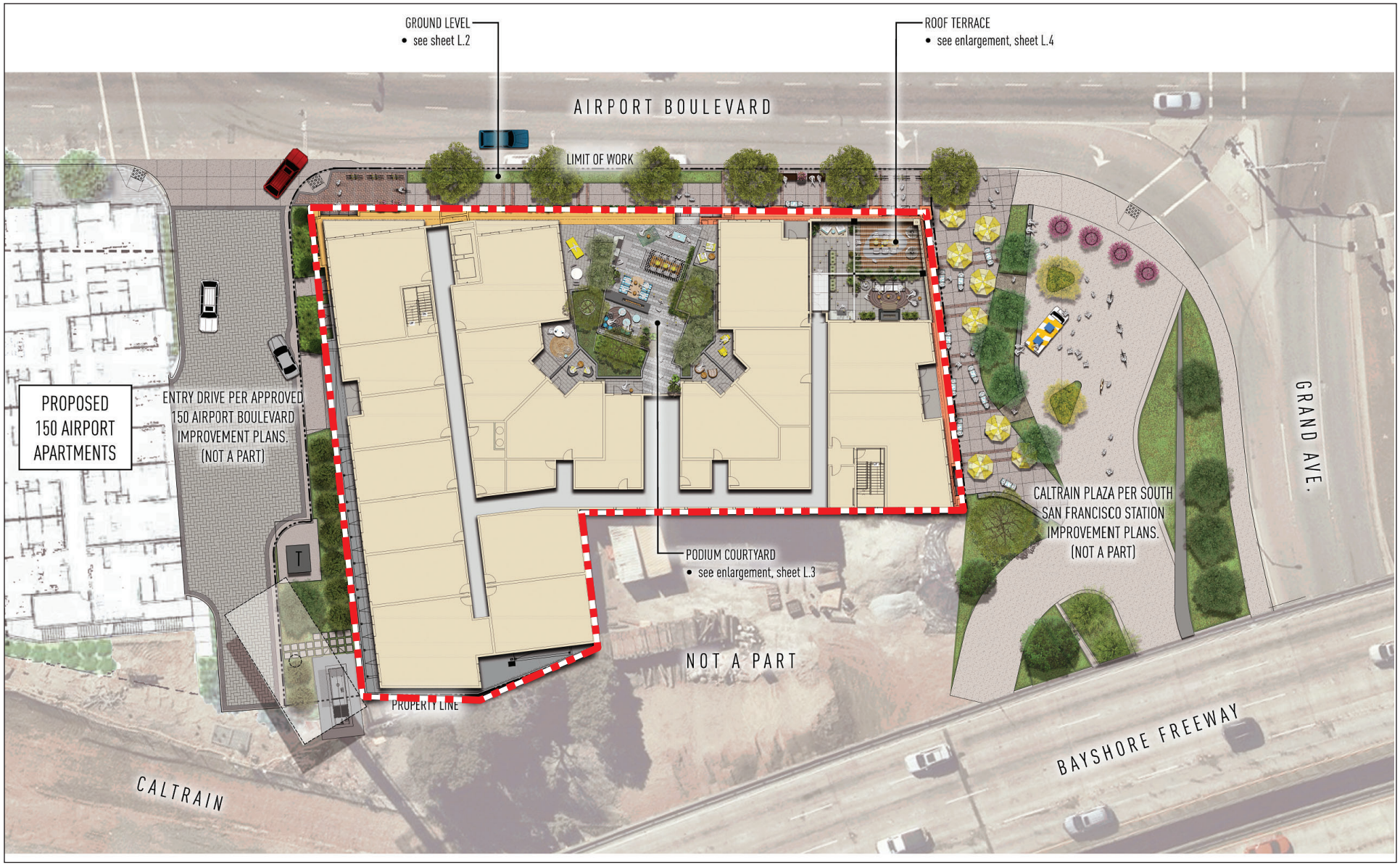

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FIGURE 12

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Project Site

NOTE:
All plans to comply with the City of South San Francisco Downtown Station Area Specific Plan and Section 20.300.007 of the Zoning Ordinance

200 Airport Boulevard Project
Conceptual Landscape Plan

SOURCES: MJS LANDSCAPE ARCHITECTURE; CARRIERJOHNSON + CULTUR3, 2018.

Q:\FFD1801 200 Airport Blvd\Graphics\Figures\Figure 12_Conceptual Landscape Plan.ai (11/5/18)

Access, Circulation, and Parking

Access to the project site would be provided by a shared driveway with the 150 Airport Boulevard project along the southern boundary of the project site. This driveway would provide access to the interior parking garage, which would consist of the first two levels of the proposed building. The parking garage would provide a total of 110 parking spaces, including a total of 94 residential spaces and 12 commercial spaces. The first level of the parking garage would include 52 residential spaces, 50 of which would be located within mechanical puzzle stackers, and all of the retail parking spaces. The second floor of the parking garage would include 46 residential parking spaces. Long-term spaces for 36 bicycles would be provided within the first floor of the parking garage, and 12 short-term bicycle parking spaces would be provided along Airport Boulevard on the northwest and southwest corners of the project site.

Pedestrian access to the residential portion of the project site would be provided on the ground level through the residential lobby in the southwest corner, where residents of the proposed building would access the residential floors through either an elevator or stairs located in the lobby. An additional staircase providing access to the residential floors would also be located in the northeast corner of the proposed building.

Utilities and Infrastructure

The project site is located in an urban area and is currently served by existing utilities, including: water, sanitary sewer, storm drainage, gas and electricity, and telecommunications infrastructure. Existing and proposed utility connections are discussed below.

Water

Water service in the City of South San Francisco is provided by the California Water Service (Cal Water). Existing connections to the existing water line within Airport Boulevard would be removed. The proposed project would include new separate connections to the existing water line for fire water (8-inch), residential domestic water (4-inch), irrigation water (2-inch), and retail domestic water (2-inch).

Wastewater

The South San Francisco Water Quality Control Plant provides wastewater treatment for the City of South San Francisco. The City of South San Francisco maintains existing sewer lines within the vicinity of the project site. The proposed project would include a connection to the existing sanitary sewer manhole located along Airport Boulevard.

Stormwater

Aside from a minor amount of grasses and shrubs, existing buildings, paving, concrete, and other impervious surfaces account for the entire project site. Current drainage on the project site directs runoff through the site to existing catch basins on the southern border of the project site. The proposed storm drainage infrastructure would either self-treat within landscaped areas on the third floor courtyard or l drain through the project site to a bubbler catch basin that would connect to

existing stormwater infrastructure. On-site drainage would be consistent with San Mateo County National Pollutant Discharge Elimination System (NPDES) C.3 requirements.

Electricity and Natural Gas

Electricity and natural gas services to the site are provided by Pacific Gas and Electric Company (PG&E). Existing underground utility connections and gas mains within Airport Boulevard provide electricity and gas to the projects site. The proposed project would include the construction of a new transformer located in the southeastern corner of the project site that would connect to existing gas and electricity lines through a joint trench.

Demolition, Grading, and Construction

Development of the proposed project would result in the demolition of all existing structures and pavements. The proposed project would include trenching for the electricity and gas tie-ins to a maximum depth of approximately 5 feet, and the rest of the site would be excavated to a depth of approximately 3 to 5 feet. Approximately 408 net cubic yards would be excavated from the project site to create a level pad. Construction of the proposed project is anticipated to occur over approximately 25 months, starting in March 2020 and ending in April 2022.

PROJECT APPROVALS

A number of permits and approvals would be required for the proposed project. While the City is the CEQA Lead Agency for the project, other agencies also have discretionary authority related to the project and approvals. A list of these agencies and potential permits and approvals that may be required is provided in Table C.

Table C: Potential Permits and Approvals

Lead Agency	Potential Permits/Approvals
City of South San Francisco	● Design Review Approval ● Conditional Use Permit, including Parking Reduction ● Community Benefits Package Approval ● ECA Adoption ● Transportation Demand Management Plan ● Approval of water lines, water hookups, wastewater lines, wastewater hookups
Other Agencies	
Pacific Gas and Electricity (PG&E)	● Connection/Reconnection of utilities
California Water Service (CalWater)	● Water meter connections

Source: LSA (2018).

ATTACHMENT B

ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

ATTACHMENT B
ENVIRONMENTAL CHECKLIST
PURSUANT TO CEQA GUIDELINES SECTION 15168

CEQA Guidelines 15168(c)(4) recommends using a written checklist or similar device to confirm whether the environmental effects of a subsequent activity were adequately covered in a program EIR. This checklist confirms that the 200 Airport Boulevard Project (proposed project) described in Attachment A is within the scope of, and is consistent with, the Downtown Station Area Specific Plan Final EIR (DSASP FEIR) and will have no new or more severe significant effects and no new mitigation measures are required.

In accordance with CEQA Section 21093(b) and CEQA Guidelines Section 15152(a), this Environmental Consistency Analysis (ECA) tiers off the DSASP FEIR, certified in January 2015, which is hereby incorporated by reference.

This checklist describes and evaluates potential changes to environmental impacts from the proposed project as they relate to impacts identified in the DSASP FEIR. The focus of this analysis is on impacts specific to the revised project and that differ from those identified in the DSASP FEIR.

This environmental checklist is used to: (1) compare the environmental impacts of the proposed project with impacts expected to result from development approved in the DSASP and evaluated in the DSASP FEIR; (2) to identify whether the proposed project would result in new or more severe significant environmental impacts; and (3) to identity if substantial changes with respect to the circumstances under which the project would be undertaken since the DSASP FEIR was certified would result in new or more severe significant environmental effects.

Mitigation Measures are measures that would minimize, avoid, or eliminate a significant impact. The analysis contained herein evaluated each topic to identify whether additional mitigation measures beyond those identified in the DSASP FEIR would be warranted. As discussed for each topic in the checklist, no new mitigation measures would be required for the proposed project.

For all other environmental topics addressed in the checklist as identified in each topical section, there have been no substantial changes in environmental circumstances that would result in new or more severe significant environmental effects than were evaluated and identified in the DSASP FEIR.

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1. AESTHETICS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ("Glare" is defined in the DSASP program EIR as the reflection of harsh bright light sufficient to cause physical discomfort or loss in visual performance and visibility.)	☐	☐	☐	☒

Discussion

Scenic Vistas

As noted in the DSASP FEIR, there are no scenic vistas or view corridors within the DSASP Plan Area, but there are prominent visual landmarks in South San Francisco outside of the DSASP Plan Area including San Bruno Mountain, Sign Hill Park, the "Wind Harp Tower" at San Bruno Point Hill and the San Francisco Bay. There are no designated scenic outlooks within the DSASP Plan Area and no designated vistas for San Bruno Mountain or Sign Hill Park. Therefore, views of scenic vistas from and within the immediate vicinity of the project site would not be altered with development of the proposed project. Additionally, the proposed project would be a maximum of 83 feet in height, and therefore would be consistent with the DSASP DTC land use designation, which allows for buildings to a maximum of 85 feet in height. Therefore, because the proposed project would be consistent with the type and intensity of development assumed in the DSASP, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to scenic vistas.

Scenic Resources

No State scenic highways are located within the DSASP Plan Area; however, there are historic buildings that could be considered scenic resources. The integrity of historic resources would be maintained with compliance with DSASP policies and objectives. A main objective of the DSASP is to revitalize the Downtown to be a vibrant and successful community resource while protecting the historic building fabric of the area. While Grand Avenue would experience new development and improvements, the scale and character of the street would be maintained under the DSASP.

The DSASP policies, guidelines, and zoning regulations protect historic buildings and their visual character. As noted in Section 5, Cultural Resources of this ECA, the Historical Resource Evaluation (HRE), which is included as Appendix C, prepared for the project site determined the existing structures do not appear to be eligible for listing as historic resources. Therefore, because the

proposed project would comply with all applicable DSASP policies, guidelines, and zoning regulations, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to scenic resources.

Visual Character

The existing DSASP Plan Area is currently comprised of inconsistent building heights and aesthetic quality and lacks a cohesive grid street network. There is little to no streetscaping and the area is deteriorated in certain locations and generally not designed for optimal pedestrian and commercial activity. The DSASP includes design guidelines and standards to improve the overall aesthetic quality of the DSASP Plan Area as a whole. Implementation of the proposed project would be beneficial to the DSASP Plan Area, as it would include 94 new residential units within a high-quality modern building and construct significant pedestrian and streetscape enhancements along Airport Boulevard. Therefore, because the proposed project would enhance the visual quality of the project site and its surroundings consistent with the DSASP, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to visual character.

Light and Glare

Redevelopment of the DSASP Plan Area would result in the introduction of new sources of light and glare, such as security lighting or new glass panel buildings. As discussed in the DSASP FEIR, the DSASP Plan Area is currently developed with similar land uses, and redevelopment would not result in a substantial net increase in nighttime lighting or daytime glare sources. Additionally, the DSASP requires that all new pedestrian light fixtures be designed to focus light onto sidewalks and that light spillover into adjacent upper level building windows or into the night sky be minimized. Therefore, because the proposed project would be required to comply with the performance standards in the DSASP and existing lighting regulations in the South San Francisco Municipal Code, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to light and glare.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 2-I-9: Ensure that any design and development standards and guidelines that are adopted reflect the unique patterns and characteristics of individual neighborhoods.*

- *Policy 3.1-G-1: Encourage development of Downtown as a pedestrian-friendly mixed-use activity center with retail and visitor-oriented uses, business and personal services, government and professional offices, civic uses, and a variety of residential types and densities.*

- *Policy 3.1-G-4: Enhance linkages between Downtown and transit centers, and increased street connectivity with the surrounding neighborhoods.*

- *Policy 3.1-I-8: Improve pedestrian connections between the new multi-modal transportation center and Downtown through techniques such as sidewalk bulbing, lighting improvements, and signage.*

The proposed project would further the above listed policies by providing pedestrian-friendly mixed-use development within the Downtown area, which would be consistent with design standards adopted for the area, and would improve the connection between the new Caltrain station and downtown by providing streetscape and pedestrian improvements along Airport Boulevard.

Conclusion

The DSASP FEIR adequately evaluated the potential aesthetic impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

2. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion

No agricultural uses are located in the DSASP Plan Area, and the area does not contain any Prime Farmland, Unique Farmland, Farmland of Statewide Importance, forest land, timberland, timberland production, or forest land. The California Important Farmland Finder map designates lands within the DSASP Plan Area, including the project site, as Urban and Built-Up Land.[1] The project site is located in a built-out urban environment, and therefore would not convert farmland to a non-agricultural use. The proposed project would not conflict with any agricultural zoning use or a Williamson Act contract. There are no agriculturally-zoned land uses or Williamson Act contracts

[1] California, State of, 2016. Department of Conservation. California Important Farmland Finder (map). Website: maps.conservation.ca.gov/dlrp/ciff (accessed November 6, 2018).

within the vicinity of the project site. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to agricultural resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the agriculture and forestry impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

3. AIR QUALITY

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

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c. 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, including releasing emissions that exceed quantitative threshold for ozone precursors?	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations, including, but not limited to, substantial levels of toxic air contaminants?	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Discussion

The proposed project is located in the City of South San Francisco, and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In South San Francisco, and the rest of the air basin, exceeding air quality standards occurs primarily during

meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

Clean Air Plan Consistency

An air quality plan describes air pollution control strategies to be implemented by a city, county, or region classified as a non-attainment area. The main purpose of an air quality plan is to bring an area into compliance with the requirements of federal and State air quality standards.

The BAAQMD guidelines were referenced to determine if the project would conflict with or obstruct implementation of an applicable air quality plan, which for the DSASP FEIR was the 2010 Clean Air Plan.[2] The 2010 Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The 2010 Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project does the following: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

The DSASP FEIR determined that the DSASP would implement applicable control measures of the 2010 Clean Air Plan and would not hinder implementation of any control measure. However, the DSASP would result in significant and unavoidable long-term operational impacts related to air quality violations, even with implementation of Mitigation Measure MM4.2-2, which requires project applicants to demonstrate implementation of recommended BAAQMD measures as necessary to reduce operational emissions of criteria air pollutants. Thus, the DSASP would result in a significant and unavoidable impact related to consistency with the applicable Clean Air Plan.

The BAAQMD's current clean air plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan).[3] Similar to the 2010 Clean Air Plan, consistency with the 2017 Clean Air Plan can be determined if the project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

The proposed project would involve the demolition of all existing structures and associated pavements on the project site and the construction of a seven-story mixed-use residential building

[2] Bay Area Air Quality Management District, 2010. *Bay Area 2010 Clean Air Plan*.
[3] Bay Area Air Quality Management District, 2017. *Clean Air Plan*. April 19.

that would include 94 residential units and 3,630 square feet of commercial retail space. The proposed project would locate future residents within walking distance of public transportation, jobs, restaurants, and services. Therefore, the project would promote the BAAQMD's initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation. In addition, the proposed project would be required to comply with the latest Cal Green Building Code standards. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan. In addition, as discussed below, the project would result in less-than-significant construction and operation-period emissions. Therefore, this impact would be less than significant.

Construction-Related Impacts

Similar to the DSASP, construction activities associated with the proposed project would temporarily affect local air quality. Construction-period activities such as earthmoving and construction vehicle traffic would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water-based paints, thinners, some insulating material, and caulking materials would evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application. Construction dust could affect local air quality at various times during construction of the proposed project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when, and if, underlying materials are exposed to the atmosphere. The effects of construction activities would be increased dustfall and locally elevated levels of particulate matter downwind of construction activity.

The DSASP FEIR identified a potentially significant impact related to construction activities associated with buildout of the DSASP. Therefore, the DSASP FEIR identified Mitigation Measure MM4.2-1, which requires implementation of the BAAQMD Additional Construction Mitigation Measures as necessary for individual projects to reduce construction emissions to below significance thresholds. However, with implementation of Mitigation Measure MM4.2-1, which requires projects where construction emissions are anticipated to exceed the most recent City-adopted thresholds to implement both the BAAQMD Basic Construction Mitigation Measures and Additional Construction Mitigation Measures. Although Reactive Organic Gas (ROG) emissions would be reduced to below the significance thresholds, Nitrogen Oxide (NO_x) emissions would still potentially exceed the threshold. Therefore, the DSASP FEIR determined that impacts would be significant and unavoidable.

Construction emissions were estimated for the proposed project using the California Emissions Estimator Model version 2016.3.2 (CalEEMod). Construction of the proposed project would involve the demolition of all existing structures and associated pavements on the project site, totaling approximately 15,100 square feet in size. Approximately 408 net cubic yards would be excavated from the project site to create a level pad. Construction of the proposed project is anticipated to occur over approximately 25 months, starting in March 2020 and ending in April 2022. Other specific construction details are not yet known; therefore, default assumptions (e.g., construction fleet

activities) from CalEEMod were used based on the land use inputs. Construction-related emissions are presented in Table 1. CalEEMod output sheets are included in Appendix A.

Table 1: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust $PM_{2.5}$	Total $PM_{2.5}$	Exhaust PM_{10}	Total PM_{10}
Average Daily Emissions	6.0	2.6	0.3	0.4	0.3	0.6
BAAQMD Thresholds	**54.0**	**54.0**	**54.0**	**N/A**	**82.0**	**N/A**
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: LSA (December 2018).
NA = Not Applicable; no BAAQMD threshold

As shown in Table 1, construction emissions associated with the proposed project would be less than significant for ROG, NO_x, CO, SO_x, exhaust $PM_{2.5}$, and exhaust PM_{10} emissions. As identified above, the DSASP FEIR required the implementation of Mitigation Measure MM4.2-1 to reduce potential construction-related impacts to less-than-significant levels. Mitigation Measure MM4.2-1 requires that projects that exceed the BAAQMD's thresholds shall implement the BAAQMD Additional Construction Mitigation Measures to reduce construction emissions of criteria air pollutants to below significance criteria. Since construction of the proposed project would not exceed the BAAQMD's thresholds, this impact would be less than significant and Mitigation Measure MM4.2-1, as described above, would not be required.

Regional Air Pollutant Emissions

The proposed project would include the construction of a seven-story mixed-use residential building that would include 94 residential units and 3,630 square feet of commercial retail space. The proposed project would result in mobile source emissions from increased vehicle trips to the project site, energy source emissions from increased electricity and natural gas usage, and area source emissions such as emissions generated from the use of landscaping equipment, consumer products, and architectural coatings.

The DSASP FEIR identified that implementation of the DSASP would not result in significant ROG, NO_x, SO, SO_2, and $PM_{2.5}$ emissions. However, the DSASP FEIR identified that the DSASP would result in a level of PM_{10} emissions that would exceed the significance thresholds. Therefore, the DSASP FEIR determined that impacts related to emissions of PM_{10} during project operation would be potentially significant. The DSASP FEIR identified Mitigation Measure MM4.2-2 to reduce individual project emissions to below a significant level. However, the DSASP FEIR determined that operational emissions associated with the DSASP would be significant and unavoidable.

Development of the proposed project would also result in regional and local air quality emissions as identified in the DSASP FEIR, including long-term project-related emissions associated with the ozone precursors ROG and particulate matter. Emission estimates for operation of the proposed

project were calculated using CalEEMod, consistent with BAAQMD recommendations.[4] The daily emissions associated with project operational trip generation, energy, and area sources are identified in Table 1 for ROG, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. CalEEMod output sheets are included in Appendix A.

Table 2: Project Operational Emissions

Emission Category	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	PM_{10}	$PM_{2.5}$
Emissions in Pounds Per Day				
Area Source	2.9	0.7	0.1	0.1
Energy Source	0.0	0.2	0.0	0.0
Mobile Source	1.0	4.3	2.8	0.8
Total Emissions	**3.9**	**5.3**	**2.9**	**0.9**
BAAQMD Significance Threshold	**54.0**	**54.0**	**82.0**	**54.0**
Exceed?	**No**	**No**	**No**	**No**
Emissions in Tons Per Year				
Area Source	0.5	0.0	0.0	0.0
Energy Source	0.0	0.0	0.0	0.0
Mobile Source	0.2	0.8	0.5	0.1
Total Emissions	**0.7**	**0.8**	**0.5**	**0.1**
BAAQMD Significance Threshold	**10.0**	**10.0**	**15.0**	**10.0**
Exceed?	**No**	**No**	**No**	**No**

Source: LSA (December 2018).

The results shown in Table 2 indicate the proposed project would not exceed the significance criteria for daily ROG, NO_x, PM_{10} or $PM_{2.5}$ emissions; therefore, the proposed project would not have a significant effect on regional air quality and Mitigation Measure MM 4.2-2 would not be required.

Local Community Risk and Hazard Impacts to Sensitive Receptors

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the 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, 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

[4] It should be noted that emissions estimates were based on the trip generation data provided in the Traffic Study, which evaluated potential impacts associated with the development of 98 residential units on the project site. The proposed project has since been revised to include 4 fewer units (94 units are proposed). Therefore, the analysis of project operational emissions is conservative and mobile source emissions are slightly overestimated.

cubic meter (µg/m^3). A significant cumulative impact would occur if the Project in combination with other projects located within a 1,000-foot radius of the Project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 µg/m^3 on an annual average basis. Impacts from substantial pollutant concentrations are discussed below.

As discussed in the DSASP FEIR, the DSASP Plan Area contains potential stationary sources of TACs, such as industrial uses, gas stations, and dry cleaners, and potential mobile sources, associated with major roadways and the adjacent rail line. The DSASP FEIR determined that impacts related to TAC emissions from US 101, gas stations, and dry-cleaning facilities are considered a potentially significant impact. Therefore, the DSASP FEIR requires individual projects that would include sensitive receptors to comply with Mitigation Measures MM4.2-3, which requires a health risk assessment (HRA).

An HRA[5] was prepared for the proposed project, which evaluates construction period health risk to off-site receptors and stationary and mobile source emissions and their related health risk impacts for future residents of the project. Results of the HRA, which is included as Appendix B, are summarized below.

Construction Health Risk Assessment. The project site is located in an urban area approximately 120 feet from existing residential uses 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 diesel particulate matter), a dispersion model was used to translate an emission rate from the source location to a concentration at the receptor location of interest (i.e., a nearby residence and worksites). Dispersion modeling varies from a simpler, more conservative screening-level analysis to a more complex and refined detailed analysis. This refined assessment was conducted using CARB exposure methodology with the air dispersion modeling performed using the United States Environmental Protection Agency (EPA) dispersion model AERMOD. The model provides a detailed estimate of exhaust concentrations based on site and source geometry, source emissions strength, distance from the source to the receptor, and meteorological data from the San Francisco International Airport. Table 3 identifies the results of the analysis utilizing the CalEEMod default of Tier 0 construction Equipment. Model input and output data used in the construction HRA are shown in Appendix B of the HRA.

[5] LSA Associates, Inc., 2019. *Health Risk Assessment for 200 Airport Boulevard*. January.

Table 3: Unmitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Maximum Exposed Individual Location (Residential)	14.1	0.03	0.0	0.07
Threshold	**10.0**	**1.0**	**1.0**	**0.30**

Source: LSA (January 2019).

As shown in Table 3, the risk would be 14.1 in one million, which would exceed the BAAQMD cancer risk threshold of 10 in one million. The highest chronic hazard index would be 0.03, which would not exceed the threshold of 1.0. In addition, the highest acute hazard index would be 0.0, which would also not exceed the threshold of 1.0. The results of the analysis indicate that the maximum $PM_{2.5}$ concentration would be 0.07 $\mu g/m^3$, which would not exceed the BAAQMD significance threshold of 0.30 $\mu g/m^3$. As indicated above, the cancer risk of 14.1 in one million would exceed the BAAQMD's threshold.

The potential for individual development projects to exceed BAAQMD thresholds for construction emissions was identified as a significant and unavoidable impact in the DSASP FEIR (Impact 4.2-2). Mitigation Measure MM4.2-1 in the DSASP FEIR requires individual development projects that exceed these thresholds to implement the BAAQMD's Additional Construction Mitigation Measures to further reduce these impacts, to the extent feasible.

Implementation of the following project specific condition of approval would be required to reduce substantial pollutant concentrations during project construction and would reduce this impact of the project to a less-than-significant level.

> Project-Specific Condition of Approval 1: In compliance with the requirements of DSASP Mitigation Measure MM4.2-1, the project contractor shall ensure all off-road diesel-powered construction equipment used for the project meet the California Air Resources Board (CARB) Tier 2 emissions standards and are retrofitted with a level 3 diesel particulate filter or equivalent.

Table 4 identifies the results of the analysis with implementation of Project-Specific Condition of Approval 1.

Table 4: Mitigated Inhalation Health Risks from Project Construction to Off-Site Receptors

	Carcinogenic Inhalation Health Risk in One Million	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)
Maximum Exposed Individual Location (Residential)	7.6	0.02	0.0	0.07
Threshold	**10.0**	**1.0**	**1.0**	**0.30**

Source: LSA (January 2019).

As shown in Table 4, the mitigated risk would be 7.6 in one million, which would not exceed the BAAQMD cancer risk of 10 in one million threshold. Therefore, with implementation of Project-Specific Condition of Approval 1, construction of the project would not exceed BAAQMD thresholds and would not expose nearby sensitive receptors to substantial pollutant concentrations. This impact would be considered less than significant with mitigation.

Stationary Sources. The stationary source analysis evaluated the risk levels from permitted sources in the project vicinity, using the toxic air contaminant emissions reported to the BAAQMD by the stationary sources identified in the project vicinity. The BAAQMD indicates six sources of emissions that are within 1,000 feet of the project site; including four gas stations, one generator, and one auto body shop. Following BAAQMD guidance, the stationary sources were scaled for distance using the BAAQMD Gasoline Dispensing Facility (GDF) Distance Multiplier Tool and Diesel Internal Combustion (IC) Engine Distance Multiplier Tool, both of which are shown in Appendix B. The results of the stationary source analysis are presented in Table 5. As shown in Table 5, the highest risk would be 6.55 in one million, which would not exceed the BAAQMD cancer risk threshold of 10 in one million. The hazard index would be 0.011, which is below the threshold of 1.0. The results of the analysis also indicate that $PM_{2.5}$ concentration would not exceed the BAAQMD significance threshold of 0.3 $\mu g/m^3$. The BAAQMD's cumulative threshold of cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 $\mu g/m^3$ on an annual average basis would not be exceeded. Therefore, this impact would be less than significant.

Table 5: Stationary Sources

Facility ID	Plant ID	Stationary Source	Distance (feet)	Adjusted Adult Carcinogenic Risk (in one million)	$PM_{2.5}$ ($\mu g/m^3$)	Hazard
1110	G10695	South City Shell – 123 Linden Avenue (gas station)	774	0.27	N/A	0.000
1208	G9214	Unocal #1020 --Grand Martco Inc. – 221 Airport Boulevard (gas station)	130	6.55	N/A	0.011
219	G11137	Chico's Service Station --- 401 Linden Avenue (gas station)	946	0.09	N/A	0.002
189	11618	Carrera Auto Body/ Tai Shing Auto, Inc. – 99 Linden Avenue	894	0.00	0.00	0.001
1113	18877	South San Francisco Water Quality – 27 South Linden Avenue (generator)	891	0.08	0.00	0.001
645	G11009	Hertz – 177 South Airport Boulevard (gas station)	883	0.09	N/A	0.002
Maximum Single Source Risks				**6.55**	**0.000**	**0.011**
BAAQMD Single Source Threshold				**10 in one million**	**0.30**	**1.000**
Exceeds Threshold?				**No**	**No**	**No**
Total Risk				**7.08**	**0.000**	**0.017**
BAAQMD Cumulative Threshold				**100 in one million**	**0.80**	**10.0**
Exceeds Threshold?				**No**	**No**	**No**

Source: Bay Area Air Quality Management District (2018); LSA (January 2019).

Mobile Source Health Risk Assessment. To estimate the potential cancer risk associated with the proposed project from diesel vehicle engine exhaust, a dispersion model was used to evaluate the emissions from US 101, Airport Boulevard, and the nearby rail line. The model provides the concentration of emissions at the proposed project site, and potential health risks are then estimated. Dispersion modeling varies from the simpler, more conservative screening-level analysis to the more complex and refined detailed analysis. This assessment was conducted using the EPA dispersion model AERMOD. The model provides a detailed estimate of concentrations considering site and source geometry, source strength, distance to receptor, wake effects on plume distribution, and meteorological data from San Francisco International Airport. Further model details are included in the HRA in Appendix B.

The results of the inhalation risk analysis are shown in Table 6. Results indicate that vehicle exhaust concentrations on the project site would exceed the individual source significance thresholds established by the BAAQMD.

The potential for individual development projects to result in health risks to sensitive receptors was identified as a less than significant impact in the DSASP FEIR (Impact 4.2-4), because it was assumed that for any individual development project that would result in a potential health risk, the health risk would be reduced through the implementation of project-specific mitigation measures, or the project would sited in another location. The HRA for the project was prepared in compliance with

DSASP Mitigation Measure MM4.2-3, in order to identify the potential health risk of siting residential uses within the vicinity of potential sources of toxic air contaminants.

Table 6: Unmitigated Inhalation Health Risks from Mobile Sources

Source	Carcinogenic Inhalation Health Risk	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	$PM_{2.5}$
US 101	22.10	0.0055	0.000	0.04
Airport Boulevard	1.08	0.0003	0.000	0.04
Rail Line	0.49	0.0001	0.000	0.04
Single Source Threshold	**10.0**	**1.0**	**1.0**	**0.30**
Exceed? (yes/no)	**Yes**	**No**	**No**	**No**

Source: LSA (January 2019).

As indicated in Table 6, the cancer risk level of 22.1 in one million associated with US 101 would exceed the BAAQMD's 10 in one million threshold. Therefore, mitigation would be required to reduce potential health risks associated with traffic on US 101 to below the BAAQMD's significance thresholds. Therefore, the following Project-Specific Condition of Approval shall be implemented by the project applicant and would reduce this impact of the project to a less-than-significant level.

> Project-Specific Condition of Approval 2: In compliance with DSASP Mitigation Measures MM4.2-3, the following measures shall be required to reduce health risks to a level sufficient to achieve compliance with BAAQMD thresholds:
>
> - The project applicant shall provide a heating, ventilation, and air conditioning (HVAC) system with a control efficiency sufficient to result in a reduction of a minimum 75.0 percent of particulates of 2.5 microns or less, such as Minimum Efficiency Reporting Value (MERV)-12 filters or greater, for indoor air filtration systems. The ventilation system shall be certified to achieve the stated performance effectiveness from indoor areas.
>
> - All air intakes shall be located as far away from US 101 as feasible.
>
> - The project applicant shall ensure the proper indications on the specifications for maintaining the installed air filtration system are provided to future residents of the project site.

Table 7 identifies the results of the analysis with implementation of Project-Specific Condition of Approval 2.

Table 7: Mitigated Inhalation Health Risks from Mobile Sources

Source	Carcinogenic Inhalation Health Risk	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	$PM_{2.5}$
US 101	5.53	0.0055	0.000	0.04
Airport Boulevard	1.08	0.0003	0.000	0.04
Rail Line	0.49	0.0001	0.000	0.04
Single Source Threshold	**10.0**	**1.0**	**1.0**	**0.30**
Exceed? (yes/no)	**No**	**No**	**No**	**No**

Source: LSA (January 2019).

Implementation of Project-Specific Condition of Approval 2 would reduce the health risk impacts to below the BAAQMD's thresholds. As shown in Table 7, with implementation of Project-Specific Condition of Approval 2, the highest cancer risk would be 5.53 in one million for the MEI, which is below the BAAQMD cancer risk threshold of 10 in one million. The Chronic Hazard Index would be 0.0055, which is below the threshold of 1.0 and the acute Hazard Index would be below the threshold of 1.0. The results of the analysis also indicate that the maximum $PM_{2.5}$ concentration would be 0.04 µg/m^3, which is also below the BAAQMD significance threshold of 0.3 µg/m^3. Therefore, with implementation of Project-Specific Condition of Approval 2, traffic on US 101 would not expose future residents of the project site to health risk levels that would exceed the criteria established by the BAAQMD. With mitigation, implementation of the project would not expose sensitive receptors to substantial pollutant concentrations. This impact would be considered less than significant with mitigation.

Cumulative Analysis. The cumulative analysis sums all sources of emissions in the vicinity of the project site including stationary source and mobile sources. The cumulative cancer risk, hazard index, acute index and $PM_{2.5}$ concentrations are shown in Table 8. Results of the cumulative analysis indicate the proposed project would not expose future residents of the project site to significant cumulative health risks. This impact would be less than significant.

Table 8: Cumulative Risk from All Sources

Source	Carcinogenic Inhalation Health Risk	Chronic Inhalation Hazard Index	Acute Inhalation Hazard Index	$PM_{2.5}$
South City Shell – 123 Linden Avenue (gas station)	0.27	N/A	0.000	N/A
Unocal #1020 – Grand Martco Inc. 221 Airport Boulevard (gas station)	6.55	N/A	0.011	N/A
Chico's Service Station – 401 Linden Avenue	0.09	N/A	0.002	N/A
Carrera Auto Body/ Tai Shing Auto, Inc. – 99 Linden Avenue	0.00	N/A	0.001	0.00
South San Francisco Water Quality – 27 South Linden Avenue (generator)	0.08	N/A	0.001	0.00
Hertz – 177 South Airport Boulevard (gas station)	0.09	N/A	0.002	N/A
US 101	5.53	0.0055	0.000	0.04
Airport Boulevard	1.08	0.0003	0.000	0.04
Rail Line	0.49	0.0001	0.00	0.04
Total	**14.18**	**0.0059**	**0.017**	**0.12**
Cumulative Threshold	**100.0**	**10.0**	**10.0**	**0.80**
Exceed? (yes/no)	**No**	**No**	**No**	**No**

Source: LSA (January 2019).

Objectionable Odors

The DSASP FEIR identified a potential significant impact related to odors. As discussed in the DSASP FEIR, construction associated with the DSASP could result in minor amounts of odor associated with diesel heavy equipment exhaust; however because construction equipment would operate at various locations throughout the DSASP boundary, construction would not take place all at once, and because any operations near existing receptors would be temporary, impacts associated with odors during construction would not be significant. The proposed project would not increase odor impacts during construction beyond those evaluated in the DSASP FEIR and would have a less-than-significant impact related to odors during the construction period.

In addition, as discussed in the DSASP FEIR, the DSASP would include the construction of new industrial uses in the area south of Railroad Avenue and west of Airport Boulevard. The DSASP FEIR determined that odor impacts related to industrial land uses would be potentially significant. Therefore, the DSASP FEIR identified Mitigation Measure MM4.2-6, which would require new industrial land uses identified in the BAAQM CEQA Guidelines or ARB Air Quality and Land Use Handbook as a typical source of odors to demonstrate best practices to minimize odors to reduce this impact to a less-than-significant level. Implementation of the proposed project would not include any new industrial uses. Therefore, impacts would be less than significant and Mitigation Measure MM4.2-6 would not be applicable to the proposed project.

Applicable Mitigation

As noted above, DSASP FEIR Mitigation Measures 4.2-2 and 4.2-6 would not be applicable to the proposed project. Implementation of Project-Specific Condition of Approval 1 would ensure that construction period health risk to off-site receptors would be less than significant. In addition, Project-Specific Condition of Approval 2 would ensure stationary and mobile source emissions and their related health risk impacts for future residents of the project would be reduced to a less-than-significant level. Both Project-Specific Conditions of Approval would be consistent with the mitigation measures from the DSASP FEIR listed below.

- *MM4.2-1: Construction emissions for all future development under the Specific Plan shall be quantified prior to the start of construction. For projects where construction emissions are anticipated to exceed the most recent City-adopted thresholds, in addition to the BAAQMD Basic Construction Mitigation Measures, construction activities shall implement the BAAQMD Additional Construction Mitigation Measures to reduce construction emissions of criteria air pollutants to below significance criteria. Mitigation reductions shall be quantified prior to the start of construction to demonstrate that adequate measures have been identified to reduce project emissions. The Additional Construction Mitigation Measures include the following:*

    1. *All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.*

    2. *All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph.*

    3. *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.*

    4. *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.*

    5. *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.*

    6. *All trucks and equipment, including their tires, shall be washed off prior to leaving the site.*

    7. *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.*

    8. *Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than 1 percent.*

    9. *Minimizing the idling time of diesel powered construction equipment to two minutes.*

10. *The project shall develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NOX reduction and 45 percent PM reduction compared to the most recent California ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, aftertreatment products, add-on devices such as particulate filters, and/or other options as such become available.*

11. *Use low-ROG coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).*

12. *All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOX and PM.*

13. *All contractors shall use equipment that meets California ARB's most recent certification standard for off-road heavy-duty diesel engines.*

- *MM4.2-3: Siting Sensitive Receptors near Potential TAC Source. A Health Risk Assessment (HRA) shall be prepared by a qualified air quality professional for development of a project that would introduce new sensitive receptors in the study area within the siting distance for any use listed in ARB Air Quality and Land Use Handbook Table 1-1 (reproduced here as Table 4.2-11 [Recommendations on Siting New Sensitive Land Uses]). Sensitive receptors include day care centers, schools, retirement homes, hospitals, medical patients in residential homes, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Such a project shall not be considered for approval until an HRA has been completed and approved by the City. The methodology for the HRA shall follow the Office of Environmental Health Hazard Assessment and BAAQMD guidelines for the preparation of HRAs. If a potentially significant health risk is identified, the HRA shall identify appropriate measures to reduce the potential health risk to below a significant level or the sensitive receptor shall be sited in another location.*

Applicable Policies

General Plan Policies

- *Policy 7.3-G-1: Continue to work toward improving air quality and meeting all national and State ambient air quality standards and by reducing the generation of air pollutants both from stationary and mobile sources, where feasible.*

- *Policy 7.3-G-4: Encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.*

- *Policy 7.3-G-5: Promote clean and alternative fuel combustion in mobile equipment and vehicles.*

- *Policy 7.3-G-6: Minimize conflicts between sensitive receptors and emissions generators by distancing them from one another.*

- *Policy 7.3-I-1: Cooperate with the Bay Area Air Quality Management District to achieve emissions reductions for nonattainment pollutants and their precursors, including carbon monoxide, ozone, and PM_{10}, by implementation of air pollution control measures as required by State and federal statutes.*

- *Policy 7.3-I-2: Use the City's development review process and the California Environmental Quality Act (CEQA) regulations to evaluate and mitigate the local and cumulative effects of new development on air quality and GHG emissions.*

- *Policy 7.3-I-3: Adopt the standard construction dust abatement measures included in BAAQMD's CEQA Guidelines.*

- *Policy 7.3-I-4: Require new residential development and remodeled existing homes to install clean-burning fireplaces and wood stoves.*

- *Policy 7.3-I-5: In cooperation with local conservation groups, institute an active urban forest management program that consists of planting new trees and maintaining existing ones.*

- *Policy 7.3-I-9: Promote land uses that facilitate alternative transit use, including high-density housing, mixed uses, and affordable housing served by alternative transit infrastructure.*

- *Policy 7.3-I-10: Facilitate energy efficiency in building regulations and streamlined review processes, providing flexibility to achieve specified energy performance levels and requiring energy efficiency measures as appropriate.*

The proposed project would further the above listed policies because it would consist of a mixed-use building within close proximity to both an existing and planned transit station, promote alternative transportation modes by providing streetscape and infrastructure improvements, including electric vehicle charging stations, and be consistent with the BAAQMD's Clean Air Plan.

Conclusion

With implementation of Project-Specific Conditions of Approval 1 and 2, which are consistent with the mitigation measures from the DSASP FEIR listed above, the proposed project would not result in any significant air quality impacts.

4. BIOLOGICAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Discussion

Protected Plants and Wildlife, Riparian Habitat, and Federally Protected Wetlands

The DSASP Plan Area is currently developed with residential, commercial, and office uses. There are no large open spaces in the vicinity of the project site. Open space within the DSASP Plan Area consists of developed parkland, mostly graded vacant lots, and a portion of the Pacific Gas and Electric (PG&E) transmission corridor.

The City's General Plan identifies the areas of the City that support biological resources, which generally consist of San Bruno Mountain, Sign Hill, and wetland areas along Colma Creek.[6] The City requires assessment and protection of biological resources for development in these areas. The

[6] South San Francisco, City of, 2014. *South San Francisco General Plan*. Open Space and Conservation Element, as amended. February 12.

DSASP Plan Area is not located in an area that supports biological resources. Only a small portion on the southern boundary of the DSASP Plan Area, east of San Mateo Avenue, is adjacent to the Colma Creek Canal, which is located approximately 0.35 miles from the project site.

Riparian habitat in South San Francisco is limited to along Colma Creek and along the San Francisco Bay Fringe. The DSASP does not propose any land use directly adjacent to the canal and the area directly adjacent to the canal is currently in use for utility infrastructure and right-of-way. The proposed project site is located approximately 0.35 miles from the canal area and development of the site would not affect any riparian habitats or wetland areas. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to sensitive plan or animal species.

Wildlife Movement Corridors, Local Policies or Ordinances

Development activities associated with the proposed project would not occur within an area containing habitat that supports biological resources. Therefore, the proposed project would have no impact on wildlife movement corridors. Landscaping vegetation within the DSASP Plan Area could provide potential nesting habitat for migrating birds. If vegetation removal were to occur during the February 1 through August 31 bird nesting period, construction would be required to comply with applicable regulations in the California Fish and Game Code (Sections 3503, 3513, or 3800), which would protect nesting birds from construction disturbances and this would be required as a condition of approval.

Landscaped areas in the project site may contain trees defined as protected by the South San Francisco Tree Preservation Ordinance. Development activities could involve removal or pruning of protected trees. However, such activities would be required to comply with the Tree Preservation Ordinance as part of the project approval process, including obtaining a permit for any tree removals or alterations of protected trees, and avoiding tree roots during trenching for utilities. This would be required as a condition of approval. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to wildlife movement corridors or local policies.

Habitat Conservation Plan

There are no Habitat Conservation Plans, Natural Communities Conservation Plans, or other approved local, regional, or state habitat conservation plans that are applicable to the DSASP Plan Area or proposed project. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the biological resource impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

5. CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Discussion

Unless otherwise noted, the following section is based on a Historical Resource Evaluation (HRE) prepared for the proposed project by LSA in October 2018,[7] which is included in Appendix C.

Historic Resources

The DSASP FEIR identifies 12 historic resources within the DSASP Plan Area and an additional 12 sites within 0.5 mile of the area boundaries. Although the Grand Avenue commercial corridor was suggested as a historic district, it was never formally designated. The DSASP FEIR concluded that there were potential impacts to these resources only for project sites located on or directly adjacent to a historic resource. Implementation of Mitigation Measure MM4.3-1 in the DSASP FEIR requires a qualified professional to conduct a site-specific historical resource evaluation for future development within the DSASP Plan Area that would demolish or otherwise physically affect buildings or structures 45 years or older or would otherwise affect their historic setting. As noted above, an HRE has been prepared for the project site.

The HRE concluded that none of the existing buildings appear eligible for inclusion of the California Register of Historical Resources (CRHR) of the City's List of Designated and Potential Historic Resources under any significance criteria. Therefore, because the proposed project would not result in a substantial adverse change in the significance of a historical resource, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to historic

[7] LSA Associates, Inc., 2018. *Historical Resource Evaluation of 200, 206, 210, and 214 Airport Boulevard, South San Francisco, San Mateo County, California (LSA Project #FFD1801).* October 9.

cultural resources. Therefore, the requirements of Mitigation Measure MM4.3-1 have been satisfied and no additional mitigation is necessary.

Archaeological Resources

The proposed project would not cause a potentially significant impact to any known archaeological resources in the project vicinity. However, the DSASP FEIR concluded that there is a high potential for new development facilitated by the DSASP to disturb previously unrecorded archaeological resources, which resulted in potentially significant impacts. Mitigation Measures MM4.3-2 through MM4.3-4 of the DSASP FEIR require that prior to any earth-disturbing activities (e.g., excavation, trenching, grading) or in the event that any deposit of prehistoric or historic archaeological materials are encountered during project construction activities, all work within 100 feet shall be stopped and a qualified archaeologist be contacted to assess the deposit and make recommendations, possibly including complete avoidance of the resources, in-place preservation, and/or data recovery. Additionally, prior to the initiation of construction, the construction manager will undergo worker environmental awareness training or provide evidence of such training that is City-approved. These measures, which shall be required as conditions of approval for the proposed project, would reduce the potential impacts of the proposed project on archaeological resources to a less-than-significant level. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to archaeological resources.

Paleontological Resources

The proposed project would not cause a potentially significant impact to any known paleontological resources in the project vicinity. The DSASP FEIR concluded that earthmoving activities associated with development facilitated by the DSASP could potentially disrupt, alter, or eliminate previously undiscovered paleontological resources, which resulted in a potentially significant impact. Pursuant to MM 4.3-5 in the DSASP FEIR, the proposed project would not encounter undisturbed soils, as the site is completely developed, and therefore would not be required to retain a paleontologist. Instead, the proposed project would be required to demonstrate non-disturbance through the appropriate construction plans or geotechnical studies prior to any earth-disturbing activities. The Preliminary Geotechnical Investigation[8] prepared for the proposed project did not identify any unique paleontological resources within the project site.

Pursuant to Mitigation Measure MM 4.3-6 in the DSASP FEIR, should paleontological resources or unique geologic features be identified at a particular site during project construction, construction shall cease within 100 feet of the fin and the City shall be notified. A City-approved paleontologist shall assess the significance of the find and impacts to any significant resources shall be mitigated to a less-than-significant level through methods determined adequate by paleontologist and as approved by the City. These measures, which shall be required as conditions of approval for the project, would reduce the potential impacts of the proposed project on paleontological resources to a less-than-significant level, consistent with the DSASP FEIR. Therefore, there would be no new or

[8] Geocon Consultants, Inc., 2018. *Preliminary Geotechnical Investigation, Proposed 7-Story Mixed-Use Development, South San Francisco, California*. June 18.

more significant impacts than those previously analyzed in the DSASP FEIR related to paleontological resources.

Disturbance of Human Remains

The proposed project would not cause a potentially significant impact to any known cemeteries or human remains in the project vicinity. However, should any human remains be found during construction activities associated with the proposed project, the DSASP FEIR identifies California Health and Safety Code Section 7050.5 requiring that no further disturbances shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to State law, Public Resources Code Section 5097.98 outlines the Native American Heritage Commission notification process and the required procedures if the County Coroner determines the human remains to be Native America. Compliance with this standard regulation would protect unknown and previously unidentified human remains, and impacts related to unknown human remains would be less than significant and no mitigation would be required. Therefore, there would be no new or more significant impacts than those previously analyzed in the DSASP FEIR related to the disturbance of human remains.

Applicable Mitigation

The following mitigation measures are applicable to the proposed project. The HRE prepared for the proposed project determined that the proposed project would not result in a substantial adverse change in the significance of a historical resource; therefore, the requirements of Mitigation Measure MM4.3-1 have been satisfied.

Construction of the proposed project could result in impacts to previously unknown archaeological and paleontological resources or human remains. Implementation of the below mitigation measures from the DSASP FEIR would ensure that construction of the proposed project would result in a less-than-significant impact. No new mitigation measures would be required.

- *MM4.3-3: If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of South San Francisco shall be notified. The project applicant shall retain a City-approved archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through methods determined adequate by the archaeologist as approved by the City.*

- *MM4.3-4: Prior to start of construction, all construction personnel involved in ground-disturbing activities and the supervision of such activities will undergo worker environmental awareness training. The archaeological resources training components will be presented by a City-approved cultural resources consultant. The training will describe the types of archaeological resources that may be found in the proposed study area and how to recognize such resources; the protocols to be followed if archaeological resources are found, including communication protocols; and the laws relevant to the protection of archaeological resources and the associated*

penalties for breaking these laws. Additionally, prior to construction, City-approved archaeological resources consultants will meet with the applicant's grading and excavation contractors to provide comments and suggestions concerning monitoring plans and to discuss excavation and grading plans.

Applicable Policies

General Plan Polices

- *Policy 7.5-G-1: Conserve historic, cultural, and archaeological resources for the aesthetic, education, economic, and scientific contribution they make to South San Francisco's identity and quality of life.*

- *Policy 7.5-G-2: Encourage municipal and community awareness, appreciation, and support for South San Francisco's historic, cultural, and archaeological resources.*

- *Policy 7.5-I-4: Ensure the protection of known archaeological resources in the city by requiring a records review for any development proposed areas of known resources.*

- *Policy 7.5-I-5: In accordance with State law, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered.*

The proposed project would not result in a substantial adverse change to any historic, cultural, or archaeological resources and would comply with all applicable State laws in the event that archaeological resources are discovered, and therefore would comply with the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential cultural resources impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

6. GEOLOGY AND SOILS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Expose people or structures to 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?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion

The information presented in this section is based on data and findings provided in the Preliminary Geotechnical Investigation[9] prepared for the proposed project and geologic reports and maps by the United States Geological Survey (USGS), California Geological Survey (CGS), and others, as available.

Seismicity and Seismic Hazards

The DSASP Plan Area is not located within an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1994 and no known active or potentially active faults traverse the project site. Therefore, because ground rupture generally occurs at the location of a fault, and no active faults are known to traverse the DSASP Plan Area, the proposed project would not be subject to substantial risk of surface fault ruptures.

All structures in the Bay Area could be affected by ground shaking in the event of an earthquake along regional active faults. A rupture of the Peninsula Segment of the San Andreas Fault could

[9] Ibid.

result in intensities registering 7.9 on the Modified Mercalli intensity scale in the DSASP Plan Area. As noted in the DSASP FEIR, most of the City would experience an intensity level of VII (Nonstructural Damage) or VIII (Moderate). Portions of the DSASP Plan Area are located in areas potentially subject to extremely high or very high levels of ground shaking. The proposed project must adhere to State and City building code standards, such as the California Building Code (CBC), which defines minimum acceptable levels or risk and safety. Compliance with existing State and City regulations, including the CBC, would reduce impacts related to seismic shaking to a less than significant level.

The DSASP Plan Area is located in a seismically active region, and therefore the potential for seismic-related ground failure exists, including liquefaction. However, the majority of the DSASP Plan Area, including the project site, is located within an area of very low susceptibility for liquefaction. As noted above, the proposed project would be required to adhere to the CBC and the Seismic Hazards Mapping Act (Pub. Res. Code §2690-2699.6), which includes requirements for geotechnical investigation in areas with high risks for liquefaction, including mitigation to minimize risks. Additionally, the South San Francisco Municipal Code requires a soils engineering report and engineering geology report that identifies potential geotechnical hazards and makes recommendations to minimize hazards. As noted above, a Preliminary Geotechnical Investigation was prepared for the proposed project. All recommendations in the Preliminary Geotechnical Investigation would be implemented. Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to seismicity and seismic hazards.

Unstable and Expansive Soils

The DSASP FEIR concluded that earth-disturbing activities associated with construction would be temporary and erosion effects would depend largely on the areas excavated, the quantity of excavation, and the length of time soils are subject to conditions that would be affected by erosion processes. As noted above, the proposed project would be required to comply with the CBC. Specifically, the proposed project would be required to comply with CBC Chapters 18, which regulates excavation activities and the construction of foundations and retaining walls, and CBC Chapter 33, which regulates safeguarding activities, including drainage and erosion control. As noted in Section 9 “Hydrology and Water Quality” of this report, the proposed project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Activities (Construction General Permit). Pursuant to the Construction General Permit, as part of an erosion control plan, construction site erosion and sedimentation control best management practices (BMPs) would be implemented and would include such measures as silt fences, watering for dust control, straw bale check dams, hydroseeding, and other measures. Further, development under the DSASP will be required to comply with all applicable provisions of the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP), and requires runoff management programs that would include BMPs to control erosion and sedimentation. The project site is generally level, and the proposed project would consist almost entirely of impervious surfaces. Therefore, the proposed project would not be subject to substantial erosion or topsoil loss.

The soil in South San Francisco is generally characterized as having a low expansion potential, with the exception of areas at the base of the San Bruno Mountains or adjacent to the San Francisco Bay. The DSASP FEIR concluded that development in the DSASP Plan Area would not be located in an

area at high risk for expansive soils. Additionally, as noted above, the proposed project would be required to implement all recommendations included in the Preliminary Geotechnical Report, which would ensure soil-related hazards are minimized.

The City would continue to provide wastewater service to the project site and the proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no new or more severe impacts than those already analyzed in the DSASP FEIR related to unstable or expansive soils.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the potential impacts related to geology and soils resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

7. GREENHOUSE GAS EMISSIONS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☒
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Discussion

Individual projects incrementally contribute toward the potential for global climate change on a cumulative basis in concert with all other past, present, and probable future projects. While individual projects are unlikely to measurably affect global climate change, each project incrementally contributes toward the potential for global climate change on a cumulative basis, in concert with all other past, present, and probable future projects.

Greenhouse Gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. Manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O. However, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

Construction Emissions

Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The DSASP FEIR determined that because GHGs remain in the atmosphere for years, even the temporary emissions from construction activities would be cumulatively considerable without the implementation of the BAAQMD recommended BMPs, the General Plan policies, and Climate Action Plan (CAP) policies to reduce construction-related GHG emissions. Therefore, the DSASP FEIR identified Mitigation Measure MM4.4-1, which requires all construction projects to incorporate, to

the greatest extent feasible, the most recent Best Management Practices for GHGs as indicated by the BAAQMD, to ensure compliance with the General Plan and CAP policies, which would reduce this impact to less than cumulatively significant.

As discussed in the DSASP FEIR, the BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using CalEEMod, it is estimated that the project would generate approximately 401.9 metric tons of CO_2e during construction of the proposed project. Implementation of Mitigation Measure MM4.4.-1 would reduce GHG emissions associated with waste and would reduce combustion-related GHG emissions by reducing the amount or type of fuel utilized at construction sites. The proposed project would not result in new or more severe impacts related to GHG emissions than analyzed in the DSASP FEIR and further analysis is not required.

Operational Emissions

The DSASP FEIR analyzed the potential GHG emissions that would result from buildout of the DSASP. The DSASP FEIR found that the DSASP would exceed the CAP thresholds of 3.58 metric tons of CO_2e per service population for 2020 and 3.08 metric tons of CO_2e per service population for 2035. Therefore, the DSASP identified Mitigation Measures MM4.4-2 through MM4.4-10 to ensure compliance with CAP policies, which would reduce this impact to less than cumulatively significant.

Development of the proposed project would contribute to the significant GHG impacts identified in the DSASP FEIR. As with the DSASP, long-term operation of the proposed project would generate GHG emissions from area and mobile sources, and indirect emissions from sources associated with energy consumption. Mobile-source emitters of GHGs would include project-generated vehicle trips associated with visitor trips to the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site, and other sources.

Following guidance from the BAAQMD, GHG emissions were estimated using CalEEMod. Table 9 shows the calculated GHG emissions for the proposed project. Motor vehicle emissions are the largest source of GHG emissions for the project at approximately 73 percent of the total. Energy use is the next largest category at 21 percent of CO_2e emissions. Solid waste and water use are about 3 percent and 2 percent of the total emissions respectively. Area source emissions are approximately 1 percent of the total. Additional calculation details are included in Appendix A.

Table 9: GHG Emissions (Metric Tons Per Year)

Emissions Source	Operational Emissions				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Area Source Emissions	5.1	0.0	0.0	5.2	1
Energy Source Emissions	152.4	0.0	0.0	153.5	21
Mobile Source Emissions	524.3	0.0	0.0	524.8	73
Waste Source Emissions	9.9	0.6	0.0	24.6	3
Water Source Emissions	9.7	0.2	0.0	16.7	2
Total Annual Emissions				**724.7**	**100**
Per Service Population				**2.5**	**-**

Source: LSA (November 2018).

As shown in Table 9, project emissions would be below the CAP threshold of 3.58 metric tons of CO_2e per service population for 2020 and 3.08 metric tons of CO_2e per service population for 2035. Additionally, the proposed project would implement Mitigation Measures MM4.4-2 through MM4.4-10, which require supporting expansion of public and private transit programs, reducing dependence on autos through smart parking policies, expanding the use of alternative-fuel vehicles, reducing emissions from off-road vehicles and equipment, maximizing energy efficiency, addressing heat island issues and expanding the urban forest, promoting energy information sharing, and reducing energy and water use. In compliance with these Mitigation Measures, the proposed building would be made solar ready by providing infrastructure including electrical conduit. The proposed project would not result in new or more severe impacts related to GHG emissions than analyzed in the DSASP FEIR and further analysis is not required.

Conformance with Applicable Plans

The DSASP FEIR determined that the DSASP would be consistent with Assembly Bill (AB) 32, which requires the State of California to reduce its GHG emission to 1990 levels by 2020, and the City's CAP as the mitigated GHG emissions associated with the DSASP would not exceed the CAP's service population thresholds.

Furthermore, as discussed in the DSASP FEIR, Senate Bill (SB) 375 requires that metropolitan planning organizations (MPOs), like the Metropolitan Transportation Commission (MTC), that provide regional transportation planning and financing for the San Francisco Bay Area, include sustainable communities strategies for the purpose of reducing greenhouse gas emissions; aligning planning for transportation and housing; and creating specified incentives for the implementation of the strategies. SB 375 targets require a 7 to 8 percent reduction by 2020, and a 13 to 16 percent reduction by 2035 for each MPO. As discussed in the DSASP FEIR, while the proposed DSASP is not specifically subject to reduction requirements under SB 375, vehicle-miles of travel generated under the DSASP could further or hinder the region's ability to achieve the SB 37 5 targets. With the implementation of the DSASP design features and Mitigation Measures MM4.4-2, MM4.4-3, and MM4.4-4, the DSASP FEIR determined that traffic within the DSASP is anticipated to be reduced by between 14 and 34 percent. Therefore, the DSASP FEIR determined that implementation of the DSASP would further the goals of both the AB 32 and SB 375 legislative initiatives. With

implementation of Mitigation Measures MM4.4-1 through MM4.4-10, this impact would be reduced to less than cumulatively significant.

The proposed project adheres to the DSASP, and with implementation of Mitigation Measures MM4.4-1 through MM4.4-10, the proposed project would not result in new or more severe impacts related to GHG emissions than analyzed in the DSASP FEIR; thus, further analysis is not required.

Applicable Mitigation

The proposed project could have potentially significant impacts related to greenhouse gas emissions. Implementation of the below mitigation measures from the DSASP FEIR would ensure that construction of the proposed project would result in a less-than-significant impact. No new mitigation measures would be required.

- *MM4.4-1 All construction projects shall incorporate, to the greatest extent feasible, the most recent Best Management Practices for Greenhouse Gas Emissions as indicated by the BAAQMD. Best Management Practices to reduce GHG emissions during construction may include, but are not limited to:*
    - *Use of alternative-fueled (e.g., biodiesel, electric) construction vehicles/equipment of at least 15 percent of the fleet;*
    - *Using local building materials of at least 10 percent; and*
    - *Recycle at least 50 percent of construction waste or demolition materials.*
- *MM4.4-2 Support Expansion of Public and Private Transit Programs to Reduce Employee Commutes (1.2). Employers within the study area shall subscribe to the South San Francisco TDM Ordinance such that a minimum of 25 percent of all employees are included. The South San Francisco TDM Ordinance requires that all nonresidential developments producing 100 average trips per day or more meet a 28 percent nondrive-alone peak hour requirement with fees assessed for noncompliance.*
- *MM4.4-3 Reduce Dependence on Autos through Smart Parking Policies (1.3). This measure would implement Smart Parking Policies, such as shared parking, to reduce available parking by 10 percent.*
- *MM4.4-4 Expand the Use of Alternative-Fuel Vehicles (2.1). Nonresidential and residential land uses can encourage the use of alternative-fueled vehicles by providing charging stations. In support of this measure, development within the study area shall ensure that a minimum of 60 electric vehicle chargers are installed within nonresidential land uses and within the residential units electric charging capabilities are available for a minimum of 200 vehicles.*
- *MM4.4-5 Reduce Emissions from Off-Road Vehicles and Equipment (2.2). In support of this measure, development within the study area shall ensure that a minimum of 25 percent of all lawnmowers and leaf blowers acquired/used within the study area would be electric. This*

requires that there be sufficient electrical outlets outside of all residential and nonresidential units to encourage the use of non-gas-fueled lawn maintenance equipment.

- *MM4.4-6 Maximize Energy Efficiency in the Built Environment through Standards and the Plan Review Process (3.1). All new development within the study area shall, at a minimum, comply with the CALGreen Tier 1 standards and exceed 2013 Title 24 by a minimum of 10 percent.*

- *MM4.4-7 Address Heat Island Issues and Expand the Urban Forest (3.4). At a minimum, 322,000 square feet of all new nonresidential development and 75 new residential units shall address heat island effect issues by using high albedo surfaces and technologies identified in the voluntary CALGreen Standards. This is in addition to the requirements of all new development to plant trees in accordance with Zoning Code Chapter 13.30 with placement used to maximize building shading.*

- *MM4.4-8 Promote Energy Information Sharing and Educate the Community about Energy-Efficient Behaviors and Construction (3.5). Develop as part of the Specific Plan an educational information packet that will be distributed to residential and nonresidential land owners. These information packets shall detail potential behavioral changes that can be instituted to save energy, such as unplugging appliances, airdrying clothes, and daylighting strategies.*

- *MM4.4-9 Energy Reduction (4.1). In addition to complying with MM4.4-6, the development within the study area shall include the use of solar panels such that a minimum of 35,000 square feet of nonresidential land use roof space is converted to solar panels, 205 residential units are equipped with solar hot water heaters, and the electricity of an additional 75 dwelling units is offset by solar panel arrays associated with the new residential development.*

- *MM4.4-10 Water Reduction (6.1). Nonresidential and residential land uses shall reduce per capita water consumption by 40 gallons per day. Measures to be implemented to reduce water consumption may include, but are not limited to:*

    - *Limiting turf area in commercial and multi-family projects*
    - *Restricting hours of irrigation to between 3:00 AM and 2 hours after sunrise (suggestion to be included*
    - *in the energy information saving package)*
    - *Installing irrigation controllers with rain sensors*
    - *Landscaping with native, water-efficient plants*
    - *Installing drip irrigation systems*
    - *Reducing impervious surfaces*
    - *Installing high-efficiency, water-saving appliances*

Applicable Policies

General Plan Policies

- *Policy 7.3-G-2: Mitigate the community of South San Francisco's impact on climate change by reducing greenhouse gas emissions consistent with state guidance.*
- *Policy7.3-G-3: Reduce energy use in the built environment.*
- *Policy 7.3-I-2: Use the City's development review process and the California Environmental Quality Act (CEQA) regulations to evaluate and mitigate the local and cumulative effects of new development on air quality and GHG emissions.*
- *Policy 7.3-I-7: Adopt and implement the City of South San Francisco's CAP, which will identify a GHG emissions reduction target and measures and actions to achieve the reduction target.*
- *Policy 7.3-I-8: Evaluate and regularly report to City Council, or its designee, on the implementation status of the CAP and update the CAP as necessary should the City find that adopted strategies are not achieving anticipated reductions, or to otherwise incorporate new opportunities.*
- *Policy 7.3-I-10: Facilitate energy efficiency in building regulations and streamlined review processes, providing flexibility to achieve specified energy performance levels and requiring energy efficiency measures as appropriate.*

As noted above, the proposed project would comply with DSASP Mitigation Measures 4.4-1 through 4.4-10, which require various energy- and emissions-reducing features. In addition, the proposed project would comply with the City's CAP, BAAQMD's Clean Air Plan, and various State laws related to GHGs. Therefore, the proposed project would further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential impacts related to greenhouse gas emissions resulting from the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

8. HAZARDS AND HAZARDOUS MATERIALS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion

Transport, Use, Storage, and Disposal of Hazardous Materials

The proposed project would include the demolition of the existing structures on the project site and construction of a new residential apartment building. The proposed land use would not involve transport, use, or disposal of significant quantities of hazardous materials. Generally, small quantities of hazardous materials such as paints and cleaning products would be used for maintenance. The DSASP FEIR concluded that while some hazardous substances may be generated, stored, transported, used, or disposed of in association with residential and non-residential development projects Downtown (e.g., cleaning supplies), existing local, State, and federal regulations and oversight would reduce potential impacts to a less-than-significant level. Therefore,

the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to the routine transport, use, or disposal of hazardous materials.

Release of Hazardous Materials and Emission of Hazardous Materials within 0.25 miles of a School

The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. A Phase I Environmental Site Assessment (ESA) prepared for the proposed project did not identify any potentially hazardous materials that would be released through construction or operation of the proposed project.[10] The Phase I ESA did recommend a limited subsurface investigation in order to determine whether an unidentified Underground Storage Tank (UST) is present at the site. The Preliminary Geotechnical Investigation prepared for the proposed project did not find any evidence of the presence of a UST.

No manufacturing or industrial processes that utilize or produce dangerous substances are proposed as part of the project. The DSASP FEIR concluded that compliance with mandatory local, State, and federal regulations would ensure that the risk to the public or the environment from upset and accident conditions would be less-than-significant. Additionally, the nearest school, Spruce Elementary School, is located 0.7 mile northwest, which is further than 0.5 mile from the project site. Therefore, because the proposed project would comply with all federal, State, and local regulations, there would be no new or more severe impacts than were previously analyzed in the DSASP FEIR related to the release of hazardous materials.

Hazardous Materials Site Pursuant to Government Code Section 65962.5

There are several open and closed hazardous materials sites in the DSASP Plan Area listed on the State Water Resources Control Board (State Water Board) Geotracker database. The majority of cases involve leaking underground storage tanks (LUST) and solvents and dry cleaning chemicals. The proposed project is not located on a site included on a list of hazardous materials site compiled by the State Water Board. As noted in the City's General Plan the location of existing hazardous materials cases near future proposed development would be identified during the development approval process.[11] The proposed project would be required to comply with all applicable regulations for remediation of hazards, such as compliance with appropriate guidelines of the regional Underground Storage Tank Program. Therefore, because the proposed project would comply with existing regulations, there would be no new or more severe impacts than those previously identified in the DSASP FEIR related to hazardous materials sites.

Aviation Hazards

The project site is located approximately one mile north of the San Francisco International Airport (SFIA). The DSASP Plan Area is located outside of all SFIA Safety Compatibility Zones. However, the DSASP Plan Area is located within Airport Influence Area B and is subject to Federal Aviation Administration (FAA) notification requirements. The maximum building height allowed in the DSASP

[10] Partner Engineering and Science, 2018. *Phase I Environmental Site Assessment Report for the Borba Property at 200-214 Airport Boulevard, South San Francisco, California 94080. May 11.*

[11] South San Francisco, City of, 1999. *City of South San Francisco General Plan*.

Plan Area would be 120 feet, which is below the lowest obstruction standard for the DSASP Plan Area of 163.2 feet. The DSASP and DSASP FEIR were review by the City and County Association of Governments (C/CAG) and determined to be compatible with the Comprehensive Airport Land Use Plan for SFIA. The proposed project would be less than 100 feet tall and therefore would not be required to file notification with the FAA prior to the start of construction. There are no private airstrips within two miles of the DSASP Plan Area. Therefore, because the proposed project would be consistent with the type and intensity of development assumed in the DSASP, there would be no new or more severe impacts than those previously identified in the DSASP FEIR related to airport hazards.

Emergency Response or Evacuation Plans

Construction activities associated with the proposed project could potentially affect emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access on site. The South San Francisco Municipal Code prohibits road closures or obstructions without approval by the chief of police. Therefore, because the proposed project would comply with all existing regulations regarding emergency access, there would be no new or more severe impacts than those previously identified in the DSASP FEIR related to emergency access.

Wildfire Hazards

The project site is located in an urban environment and is not adjacent to wildlands and therefore would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to wildfire hazards.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the potential hazards and hazardous materials impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

9. HYDROLOGY AND WATER QUALITY

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e. 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?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Discussion

Water and Wastewater Quality Standards, Water Supply, and Drainage Patterns

To comply with the Clean Water Act (CWA), San Mateo County and the twenty cities and towns in the County, including the City of South San Francisco, formed the San Mateo Countywide Stormwater Pollution Prevention Program (STOPPP). STOPPP holds a joint municipal NPDES permit from the San Francisco Bay Regional Water Quality Control Board (Regional Water Board). The permit includes a comprehensive plan to reduce the discharge of pollutants to creeks, San Francisco Bay, and the ocean to the maximum extent possible. The San Mateo Countywide STOPPP has a Site

Design Standards Checklist to evaluate proposed projects against guidelines intended to reduce stormwater pollution; this checklist will be completed and required by the Water Quality Division and is included as a condition of approval. Construction activities would continue to be required to comply with the NPDES general permit for construction activities, pursuant to which BMPs would be implemented to control stormwater during construction, including silt fences, watering for dust control, straw bale check dams, hydroseeding, and other measures.

Colma Creek is the City's main natural drainage system. A small area along the southern boundary of the DSASP Plan Area is adjacent to Colma Creek; however, Colma Creek does not intersect the DSASP Plan Area at any point and future development, including the proposed project, would not alter the course of Colma Creek or any other waterway. Surface and stormwater runoff from the DSASP Plan Area is collected by the City's storm drainage system. The existing storm drainage system in the project area is designed to accommodate flows from urbanized development and takes into account the high ratio of impervious surfaces in the area. The proposed project would result in the removal of existing buildings on the site and redevelopment of the area with residential uses. The ratio of impervious surface area would be similar to existing conditions, thereby not increasing runoff or stormwater flows over existing conditions. During construction, erosion and run-off would be controlled through required compliance with the NPDES general permit for construction activities, including preparation of a Storm Water Pollution Prevention Plan (SWPPP).

Therefore, because the proposed project would be consistent with the type and intensity of development assumed in the DSASP and would comply with existing regulations, there would be no new or more severe impacts than were previously identified in the DSASP FEIR related to water and wastewater regulations and drainage patterns.

Surface Runoff

Redevelopment of the project site would require new drainage structures and localized on-site storm drain systems. The proposed project would include a new storm drain system to accommodate anticipated runoff, the size of which would be directed by the City's Engineering division during the building permit process. The proposed project would either self-treat within landscaped areas on the third floor courtyard or drain through the site to a bubbler catch basin that would connect to existing stormwater infrastructure.

The San Mateo Countywide STOPPP includes the Site Design Standards Checklist to evaluate proposed projects against guidelines intended to reduce stormwater pollution. The proposed project would be required to conform with the Site Design Standards and all applicable regulations pertaining to water quality. Therefore, because the proposed project would install new storm drain systems and comply with existing regulations, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to surface runoff.

Surface Runoff Water Quality

With implementation of the San Mateo Countywide Stormwater Pollution Prevention Plan (SWPPP) as part of the NPDES permit program, the proposed project would not result in degradation of existing water quality. Additionally, operation of the proposed project would not generate any

foreseen uses that would substantially degrade water quality. As noted above, the proposed project would either self-treat stormwater or drain it through a bubbler catch basin that would connect to existing stormwater infrastructure. Therefore, because the proposed project would implement the Countywide SWPPP as a part of the NPDES permit program, there would be no new or more severe impacts beyond those previously analyzed in the DSASP related to surface runoff water quality.

Flooding and Inundation by Seiche, Tsunami, or Mudflow

The project site is not located within the 100-year flood hazard area,[12] nor is it located within a dam failure inundation area.[13] The DSASP FEIR found that a 1.5-million-gallon storage reservoir located on the top of San Bruno Hill poses the greatest risk of seiche hazards in the DSASP Plan Area. However, because the reservoir holds a relatively small volume of water, water released during a seiche would be largely absorbed in the vegetated hillsides. Additionally, because the hillsides of San Bruno Mountain are rolling as opposed to steep, the flow of water would not be rapid. Therefore, seiche inundation impacts would be less than significant in the project area.

The project site is not located within a mapped tsunami inundation area.[14] The DSASP FEIR concluded that the potential for inundation by mudflow is considered low due to a lack of steep slopes in the area and because the hillsides surrounding the DSASP Plan Area are covered by development and landscaping. Rainfall onto these areas would encounter vegetation or impervious surfaces, and would not pose a risk of causing saturated soil to loosen and flow downhill.

Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to flooding and inundation.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 7.2-G-1: Comply with the San Francisco Bay RWQCB regulations and standards to maintain and improve the quality of both surface water and groundwater resources.*

- *Policy 7.2-G-2: Enhance the quality of surface water resources and prevent their contamination.*

[12] Federal Emergency Management Agency, 2012. Flood Rate Insurance Map No. 06081C0043E. October 16.

[13] California Department of Water Resources, 2018. Dam Inundation Maps. Website: water.ca.gov/Programs/All-Programs/Division-of-Safety-of-Dams/Inundation-Maps (accessed November 9, 2018).

[14] California Emergency Management Agency, 2009. Tsunami Inundation Map for Emergency Planning (map). June 15.

- *Policy 8.2-I-2: Use the City's development review process to ensure that proposed development subject to the 100-year flood provides adequate protection from flood hazards, in areas identified in Figure 8-3.*

The proposed project would comply with all applicable RWQCB regulations, would include water quality treatment areas within the project site, and would not be located within any flood hazard areas, and would therefore further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential hydrology and water quality impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

10. LAND USE AND PLANNING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion

Divide an Established Community

Projects that have the potential to physically divide an established community include projects such as new freeways and highways, major arterials, streets, and railroad lines. The proposed project would develop a new seven-story mixed-use building on the project site within the DSASP Plan Area that currently contains commercial buildings and surface parking. The proposed project would provide public access by including public sidewalks throughout the project site that connect with the existing sidewalks along Airport Boulevard and the future pedestrian plaza north of the project site. Bicycle and vehicle access would be provided via Airport Boulevard as well. Therefore, the proposed project would not inhibit public connectivity, and would not physically divide a community. Therefore, there would be no new or more severe impacts beyond those previously analyzed in the DSASP FEIR related to the division of an established community.

Conformance with Land Use Plans

The proposed project complies with all applicable standards, guidelines, and regulations set forth in the DSASP, and therefore would not conflict with any applicable land use plan, policy, or regulation. The project applicant will be requesting a Conditional Use Permit for construction of multi-family residential development, consistent with the City's Zoning Ordinance. As noted in Attachment A, Project Description, the City's zoning ordinance allows for a maximum of 180 dwelling units per acre within the DTC district with the inclusion of public benefits.[15] Therefore, a maximum of 99 units would be allowed on the project site with the inclusion of public benefits that are subject to approval by the City Council. The proposed project would include 94 units, and therefore would be consistent with the DSASP development standards set forth in Section 20.280.004 of the City's Zoning Ordinance.

The DSASP would yield significant amounts of new residential and employment uses in the DSASP Plan Area, where development potential would be determined by applying the land use, density and intensity assumptions to land within each district. For the purposes of assessing environmental impacts associated with the plan, it has been assumed that only 25 percent of parcels in the DSASP Plan Area would be developed within the plan's 20-year timeframe. Therefore, the DSASP FEIR assumed the addition of 1,435 units of residential uses to the existing 1,426 units in the area, for a total of 2,861 residential units in the proximity of the Caltrain station. Additionally, the DSASP FEIR analyzed the addition of a maximum of 1.2 million square feet of new office/R&D uses, which represents as many as 2,400 or more jobs added to the City. The proposed project includes 94 new residential units, which would bring the cumulative total to approximately 1,054 total new residential units within the DSASP Plan Area since adoption in January 2015. Therefore, because the proposed project would be consistent with the type and intensity of development assumed for the project site within the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to conformance with land use plans.

Habitat Conservation Plan

There is no adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan that is applicable to the DSASP Plan Area. Therefore, there would be no new or more serve impacts beyond those previously analyzed in the DSASP FEIR.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

[15] South San Francisco, City of, 2018. Ordinance 1553-2018. March 28.

Applicable Policies

DSASP Policies

- *Policy LU-2: Encourage a mix of uses, activities, and amenities throughout the Downtown to assist in revitalization of the Downtown as a citywide and regional destination.*
- *Policy LU-3: Require ground level retail or other active ground floor uses in future development along Grand Avenue and on key intersecting streets—Linden, Cypress and Maple Avenues—to ensure activity and vitality in the Downtown.*
- *Policy LU-4: Establish the highest intensity land uses within ¼-mile of the Caltrain station. Here, densities up to 120 dwelling units per acre will be encouraged.*
- *Policy LU-8: Encourage a mix of housing types including ownership, rental, family and senior housing, and also encourage provision of units accessible to persons with disabilities.*

As noted above, the proposed project would consist of a seven-story mixed-use residential building with ground level retail and rental housing within 0.25-mile of the Caltrain station, and would therefore further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential land use impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

11. MINERAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

There are no significant mineral deposits identified within the DSASP Plan Area. The project site does not contain valuable or locally important mineral resources and implementation of the proposed project would not result in the consumption of extraordinary amounts of mineral resources. Therefore, because the proposed project would be consistent with the type and intensity of development assumed for the project site by the DSASP, there would be no new or more severe impacts beyond those previously analyzed in the DSASP FEIR related to mineral resources.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the impacts to mineral resources. Therefore, potential impacts would be less than significant and additional mitigation is not required.

12. NOISE

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 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?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Discussion

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is

normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent human sensitivity to sound at night.

As noise spreads from a source, it loses energy so that the farther away the recipient is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the community noise equivalent level (CNEL), and the day-night average level (L_{dn}) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would have a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of South San Francisco.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. Land uses in the immediate area of the project site are comprised of a mix of commercial, light industrial, research and development, and residential uses. The closest existing residential land uses are located approximately 120 feet west of the project site across Airport Boulevard. In addition, a residential building is currently under construction adjacent to the southern border of the project site. The project site itself is currently developed with five commercial buildings and associated surface parking spaces, which would be demolished as part of the proposed project.

Figure 9-2 of the General Plan Noise Element depicts future noise levels in the City associated with traffic noise, railroad noise, industrial noise, and BART extension noise. Based on Figure 9-2 of the General Plan Noise Element, noise levels on the project site are approximately 65 to 70 dBA CNEL. Traffic on US 101 is the primary noise source affecting the existing ambient noise levels in the project vicinity. Other noise in the project vicinity includes traffic on Airport Way, airplanes flying overhead, and the Union Pacific Railroad line.

In addition, Table 4.6-3 of the DSASP FEIR identifies roadway noise level contours for existing traffic volumes on US 101. As shown in Table 4.6-3, areas within 0.16 mile or 845 feet from the centerline of US 101 between Produce Avenue/Airport Boulevard and Grand Avenue would be exposed to

noise levels reaching 70 dBA CNEL. The project site is located approximately 120 feet from the centerline of US 101. Therefore, the proposed project would be exposed to noise levels reaching 70 dBA CNEL.

Land Use Compatibility

The City sets forth noise level standards for land use compatibility and interior noise exposure of new development. According to the City's General Plan, noise levels below 65 dBA CNEL are considered satisfactory for residential land uses and do not require special insulation requirements. Noise levels between 65 and 70 dBA CNEL require an analysis of noise reduction requirements and noise insulation as needed. For areas with noise levels over 70 dBA CNEL, residential land use development should not be undertaken. The interior noise level standard for residential land uses is 45 dBA CNEL. In addition, noise levels below 70 dBA CNEL are considered satisfactory for commercial land uses and do not require special insulation requirements. Noise levels between 70 and 80 dBA CNEL require an analysis of noise reduction requirements and noise insulation as needed. For areas with noise levels over 80 dBA CNEL, commercial land use development should not be undertaken.

As discussed above, the dominant source of noise in the project vicinity is associated with vehicle traffic noise on US 101. With the incorporation of noise modeling information taken from the appendices of the DSASP FEIR along with updated data from Caltrans, noise levels at the nearest façade of the project site associated with traffic noise from US 101 are approximately 81 dBA CNEL. The results of the Federal Highway Administration (FHWA) model are included in the Noise Impact Analysis[16] prepared for the proposed project, which is available in Appendix D. According to the City's land use compatibility standards, for residential land uses, special noise insulation should be provided in order to meet interior noise levels. In addition, for residential land uses, development should generally not be undertaken in areas with such noise levels because feasible mitigation is usually not available to ensure compliance with the General Plan. Therefore, the land use may be permitted only after detailed analysis of the noise reduction features proposed to be incorporated in the project design. A preliminary interior and exterior noise analysis is provided below.

Interior Noise Analysis. In order to comply with the City of South San Francisco interior noise level requirement of 45 dBA CNEL, an exterior to interior noise level reduction of 36 dBA would be required. The rating of the wall and window or windows within the assembly will have a rating often referred to as a Sound Transmission Class or STC rating. The following recommendations are based on broad assumptions for typical multi-family residential uses. The recommendations should be considered preliminary and confirmed upon final plan approval.

Based on typical stucco construction along with standard windows, an approximate 25-28 dBA exterior to interior noise reduction could be achieved. These assumptions assume a wall rating of STC-46[17] and window rating of STC-25.[18] In order to reduce noise, one or more of the following

16 LSA Associates, Inc., 2019. *Noise Impact Analysis for 200 Airport Boulevard.* January.
17 Harris, C.M., 1998. *Handbook of Acoustical Measurements and Noise Control.*
18 Milgard. 2008. *Sound Transmission Loss Test Report No. TL08-149.* February.

design options would need to be implemented and confirmed in a Final Acoustical Report, which would be conducted and approved by the City prior to building plan approval as described below.

Exterior wall upgrades may be necessary with a higher STC rating than typical construction. For example, an upgraded wall with an STC rating of 50 would consist of 2 inch by 4 inch wood studs with one layer of 5/8 inch Type "X" gypsum board on each side of resilient channels on 24-inch centers and 3.5-inch fiberglass insulation.[19]

Upgraded windows are likely necessary as well. Windows with an increased STC rating would be necessary to increase the composite reduction of the building façade. Most major window companies sell windows specifically designed for loud exterior conditions. In order to achieve the expected reductions, windows would need to remain closed to achieve the necessary noise reduction, so a form of mechanical ventilation would be required; however, the project would include an HVAC system as part of the project features so no additional ventilation system would be required beyond what is already proposed.

Modification of the ratio of glass-to-wall may also be necessary. A façade with a large percentage of glass is likely to have trouble reaching desired reduction requirement in a noisy environment.

In order to calculate and estimate the noise reduction provided by an exterior wall assembly, the transmission loss at the octave band frequencies for wall material by type is combined to provide an overall noise reduction. This analysis would be contained within the Final Acoustical Report and would incorporate the specific wall composition and window details included in the architectural plans.

The potential for individual development projects to result in the exposure of noise levels in excess of the City's standards was identified as a potentially significant impact in the DSAP EIR (Impact 4.6-1). Mitigation Measure MM4.6-3 in the DSASP FEIR requires individual development projects to perform a site-specific acoustical analysis to reduce impacts to a less than significant level. In compliance with this requirement, a Noise Impact Analysis, included in Appendix D, was prepared for the proposed project. Based on the analysis and recommendations included in the Noise Impact Analysis, implementation of the following Project-Specific Condition of Approval would provide sufficient noise reduction resulting in acceptable interior noise levels of 45 CNEL or lower.

> Project-Specific Condition of Approval 3: In compliance with the requirements of DSASP Mitigation Measure MM4.6-3, the project applicant shall implement the following measures, or similar combination of measures, which demonstrate that interior noise levels would be reduced to an acceptable level of 45 dBA CNEL or lower:
>
> - In order for windows and doors to remain closed, mechanical ventilation such as air conditioning shall be provided for all units.

[19] CertainTeed, 2003. *Noise Control in Buildings. Guidelines for Acoustical Problem Solving*. October.

- All vent ducts connecting interior spaces to the exterior (i.e., bathroom exhaust, etc.) shall have at least two 90 degree turns in the duct.

- All windows and doors shall be installed in an acoustically-effective manner. Sliding-window panels shall form an air-tight seal when in the closed position and the window frames shall be caulked to the wall opening around the perimeter with a non-hardening caulking compound to prevent sound infiltration. Exterior doors shall seal air-tight around the full perimeter when in the closed position.

- A Final Acoustical Report shall be completed prior to issuance of a building permit to determine all the minimum STC ratings for the walls, windows, and doors to be provided to the City for review. This report shall be completed by a qualified acoustical consultant to ensure that the selected windows and doors in combination with wall assemblies would reduce interior noise levels sufficiently to meet the City's interior noise standard for residential uses.

With implementation of Project-Specific Condition of Approval 3, interior noise levels would meet the City's interior noise standard.

Exterior Noise Analysis. As identified above, noise levels on the project site would be up to 81 dBA CNEL. Based on the City's noise and land use compatibility standards, for commercial land uses, special noise insulation should be provided. Therefore, the land use may be permitted only after detailed analysis of the noise reduction features proposed to be incorporated in the project design. The existing on-site noise level would meet the City's exterior noise level standards if noise reduction requirements and noise insulation features are included in the design to meet the interior noise standard. As discussed above, with implementation of Project-Specific Standard Condition 3, interior noise levels would meet the City's interior noise standard; therefore, the existing on-site noise level would meet the City's exterior noise level standards.

The proposed project would include common open outdoor space. This would include private balconies for individual units, a 3,157-square-foot courtyard on the third story, and a 1,273-square-foot roof deck on the seventh story. The units facing US 101 would not have private balconies.

The third floor courtyard would be located along the western portion of the project site, adjacent to Airport Boulevard, and would be completely shielded from US 101. Therefore, it is expected that that noise levels from Airport Boulevard would be the dominant source and have the potential to approach 71 dBA CNEL. Taking into account the elevation change from Airport Boulevard to the courtyard, reduction of angle-of-view provided by the building design, and the proposed glass barrier along the edge of the courtyard, it is expected that noise levels at the courtyard would be reduced to below 65 dBA CNEL.

The seventh floor roof deck would located on the northwest corner of the project site. A majority of this deck would have a partially reduced, but direct line-of-site to US 101. With the incorporation of the reduction provided by the building itself and the increased distance from US 101, noise levels would be approximately 76 dBA CNEL. While design options of the roof deck could be considered, it

is likely infeasible to provide a reduction of 11 dBA or more. However, as noted above, with implementation of Project-Specific Standard Condition 3, interior noise levels would meet the City's interior noise standard; therefore, the existing on-site noise level would meet the City's exterior noise level standards.

Construction-Period Impacts

As described in the Initial Study for the DSASP (Appendix A to the DSASP FEIR), construction of future development associated with the DSASP would result in temporary increases in noise levels associated with operation of construction equipment. Construction of land uses accommodated by the DSASP would not take place all at once, and would be spread throughout the study area so that limited receptors would be exposed to construction noise at any given time. Under SSFMC Section 8.32.050(d), construction activities are limited to between the hours of 8:00 a.m. to 8:00 p.m. on weekdays, 9:00 a.m. to 8:00 p.m. on Saturdays, and 10:00 a.m. to 6:00 p.m. on Sundays and holidays, or as authorized by the construction permit. Construction noise that occurs during these hours is exempt from the noise level limits established in the City's Noise Ordinance because these hours are outside of the recognized sleep hours for residents and outside of evening and early morning hours and time periods where residents are most sensitive to exterior noise. Consequently, the City permits construction noise during these hours as long as the noise levels do not exceed 90 dB. The DSASP FEIR determined that because future construction under the DSASP would be required to comply with all applicable City ordinances, including limits on construction hour, impacts related to construction noise would be less than significant.

Short-term noise generated by the approximately 25-month construction period would temporarily increase noise levels in the vicinity of the project site. However, the proposed project would not result in any new or more significant construction-period noise impacts than were described in the DSASP FEIR. Implementation of the City's Noise Ordinance and the DSASP, as included in the DSASP FEIR, would reduce construction noise impacts to a less-than-significant level.

Operational Noise Source Impacts

As described in the DSASP FEIR, development intensity would increase with DSASP implementation, specifically transit-oriented mixed-use development. The DSASP seeks to create a pedestrian-, bicycle-, and transit-friendly environment that would result in the placement of residential development in close proximity to commercial land uses. Therefore, the DSASP FEIR determined that noise levels would have the potential to increase in the DSASP Plan Area.

The DSASP FEIR determined that new commercial development would have the potential to expose existing noise-sensitive land uses to noise levels that exceeds the City's 65 dBA noise limit for residences. As discussed in the DSASP, noise sources from commercial use include delivery truck loading and unloading, parking lot noise, and mechanical equipment (HVAC units). Parking lots could also generate noise levels that exceed noise level limits from vehicle horns and/or car alarms, depending on the distance to sensitive receptors. However, as determined in the DSASP, noise exposure from parking lots would be intermittent and would not occur at the same time and location so that the overall effects would be separate and would not adversely affect noise-sensitive receptors.

The DSASP FEIR also determined that commercial land uses could generate noise levels from HVAC systems and other equipment that exceeds the exterior and interior residential and commercial noise limits. The DSASP identified that HVAC equipment installed under future development associated with the DSASP could generate noise levels that average between 57 to 72 dBA CNEL at 50 feet if equipment is operating unshielded and constantly over 24 hours. At these unscreened levels, the HVAC equipment would be anticipated to exceed the City's noise limits for residential and commercial land uses and would result in potentially significant impacts. However, the DSASP identified Mitigation Measure MM4.6-1 to reduce HVAC mechanical equipment to a less-than-significant level. Mitigation Measure MM4.6-1 requires individual projects to demonstrate that the noise level from operation of mechanical equipment would not exceed the exterior noise level limits for a designated receiving land use category as specified in Noise Ordinance Section 8.32.030.

The Noise Impact Analysis prepared for the proposed project evaluated potential noise impacts associated with HVAC equipment. The closest existing residential land uses are located approximately 120 feet west of the project site across Airport Boulevard. In addition, a residential building is currently under construction approximately 50 feet south of the project site. The proposed project would include rooftop mechanical equipment, including the HVAC system, which would be enclosed with an up to 42-inch- tall screen wall, approximately 120 feet from the residential building south of the project site. Therefore, based on a reduction in noise of 6 dBA per doubling of distance, at 100 feet, HVAC noise would be approximately 42 to 57 dBA L_{eq} and approximately 49 to 64 dBA CNEL. In addition, as noted above, the mechanical equipment would be located on the roof and would be enclosed with an up to 42-inch-tall screen wall, which would reduce noise levels by approximately 8 dBA. Therefore, mechanical noise would be approximately 34 to 49 dBA L_{eq} and approximately 41 to 56 dBA CNEL at the nearest sensitive receptors. As identified in Noise Ordinance Section 8.32.030, the City of South San Francisco sets noise standards for residential land uses, which require that noise levels do not exceed 65 dBA L_{eq} during the daytime (7:00 a.m. to 10:00 p.m.) or 55 dBA L_{eq} during the nighttime (10:00 p.m. to 7:00 a.m.) at multi-family residential land uses. Therefore, noise levels associated with the project's HVAC equipment would be below the City's noise level standards at the nearest sensitive receptor and impacts would be less than significant.

Groundborne Vibration Impacts

The following is based on the vibration analysis, which was prepared pursuant to Mitigation Measure MM4.6-5 of the DSASP FEIR, for the proposed project, which is included in the Noise Impact Analysis in Appendix D.

Construction Vibration Impacts. The DSASP determined that construction activities that would occur under the DSASP would have the potential to generate low levels of groundborne vibration. As discussed in the Noise Impact Analysis prepared for the proposed project and as presented in Table 4.6-7 of the DSASP FEIR, vibration levels could reach as high as approximately 87 V dB within 25 feet of an active construction site. Construction within approximately 25 feet of existing sensitive uses would exceed a vibration velocity level in decibels (VdB) threshold of 85 VdB. The DSASP determined that with attenuation due to distance, construction activities occurring 30 feet or more away from an active construction site would not exceed 85 V dB. The closest existing residential land uses are

located approximately 120 feet west of the project site across Airport Boulevard. In addition, a residential building is currently under construction approximately 50 feet south of the project site.

Due to distance attenuation, the closest residences to the south would experience vibration levels of up to 78 VdB (0.031 PPV [in/sec]). The closest residences to the west would experience vibration levels of up to 69 VdB (0.011 PPV [in/sec]). These vibration levels at the closest residential structures from construction equipment would not exceed the Federal Transit Administration (FTA) threshold of 94 VdB (0.2 in/sec PPV) for building damage. These levels are also below the FTA's "barely perceptible" human response criteria of 0.04 PPV for transient sources of vibration events. In addition, the DSASP FEIR requires the implementation of Mitigation Measure MM4.6-4 to reduce construction vibration impacts. With implementation of Mitigation Measure MM4.6-4, impacts would be less than significant.

Operational Vibration Impacts. As discussed in the DSASP FEIR, an existing additional potential source of groundborne vibration is the freight and commuter rail line which bisects the DSASP Plan Area. The FTA provides thresholds for land use categories that may be subject to vibration impacts from a commuter railroad. For Category 1 uses (vibration-sensitive equipment), the disturbance criteria for frequent events is 65 VdB. For Category 2 land uses (residences and buildings where people normally sleep), the disturbance criteria is 72 VdB. The screening distance for Category 3 land uses (institutional land uses) is 75 VdB. The proposed project would include Category 2 land uses located approximately 65 feet from the rail line. The DSASP FEIR determined that the commuter line would have the potential to exceed the FTA disturbance criteria for Category 2 uses up to 70 feet from the rail line and the freight line would have the potential to exceed FTA disturbances for Category 2 at up to 200 feet from the rail line.

Based on the DSASP FEIR, Caltrain runs 68 commuter trains each day through the rail line, and Southern Pacific freight trains also use the line. According to the FTA guidelines, the suggested maximum vibration criterion for "frequent events" (more than 70 train events per day) is 72 VdB at residential land uses and for "occasional events" (between 30 and 70 vibration events of the same source per day) the criterion is 75 VdB. According to the FTA, light rail vehicles result in groundborne vibration of up to 85 VdB at less than 10 feet from the rail line and freight trains result in groundborne vibration of 85 VdB at approximately 50 feet from the rail line. With the construction of the proposed project, some reduction in vibration would occur due to a large building of "mass" which would assist in dampening the vibration. However, the building façade that is closest to the rail line would be exposed to vibration levels exceeding the 72 VdB threshold recommended for residential uses from frequent events. Based on the FTA Manual, a 2 VdB reduction is assumed at each floor above pad elevation. With the residential uses beginning on the third level, and applying a 2 VdB reduction for each floor, the vibration levels at the upper floors would be lower than the first floor.

The potential for individual development projects to exceed the FTA-recommended threshold for operational vibration was identified as a less than significant impact with mitigation in the DSASP FEIR (Impact 4.6-3). Mitigation Measure MM4.6-5 would be applicable to the proposed project.

Because groundborne vibration levels would exceed the FTA-recommended threshold of 72 VdB at on-site building setback locations, Project-Specific Condition of Approval 4 would be required to ensure that groundborne vibration levels would not exceed the FTA's vibration impact criteria.

> Project-Specific Condition of Approval 4: In compliance with DSASP Mitigation Measure MM4.6-5, at the time of building permit submittal, the project applicant shall submit a site specific vibration analysis to confirm what, if any, vibration design mitigation measures have been implemented into the building design to ensure vibration levels are reduced to less than 72 VdB. The report shall be submitted to the City for review as part of the building permit submittal package. If necessary, methods to reduce vibration may include, but are not limited to, the use of elastomer pads to support the building foundation, deeper joists, shorter floor spans, and/or lally columns. Proposed building structures should be designed to minimize vibration amplification at the upper floors.

With implementation of Project-Specific Condition of Approval 4, groundborne vibration levels would not exceed the FTA's vibration impact criteria and impacts would be less than significant.

Aircraft Noise Source Impacts

According to the City's current and projected noise contours for San Francisco International Airport, the project site is not within an area exposed to aircraft noise levels greater than 65 dBA CNEL. Therefore, per DSASP FEIR analysis, aircraft noise would have no impact on the project site.

Traffic Noise Impacts

The DSASP FEIR determined that DSASP-related traffic would result in an increase in noise levels of up to 3 dBA in the DSASP Plan Area, resulting in a significant increase in traffic noise levels. The DSASP FEIR also determined that there are no feasible mitigation measures available to reduce roadway noise and that impacts would be significant and unavoidable. Although the proposed project would result in an increase in traffic noise levels over existing conditions on the street network in its vicinity, it would not result in any additional or more severe noise impacts than were addressed in the DSASP FEIR.

Applicable Mitigation

Implementation of Project-Specific Condition of Approval 3, which is consistent with Mitigation Measure MM4.6-3 of the DSASP FEIR, would ensure that interior noise levels would meet the City's interior noise standard. Implementation of Project-Specific Condition of Approval 4, which is consistent with Mitigation Measure MM4.6-5 of the DSASP FEIR, would ensure that groundborne vibration levels would not exceed the FTA's vibration impact criteria and would reduce impacts to a less-than-significant level. Both of these mitigation measures are listed below.

- *MM4.6-3 Site-Specific Acoustic Analysis—Multifamily Residences. Prior to the approval of building permits for the following uses, an acoustical analysis shall be performed to ensure that interior noise levels due to exterior noise sources shall be below 45 dBA CNEL:*

- *Multifamily residences where exterior noise levels exceed 65 dBA CNEL or where noise contours identified in the General Plan Noise Element project a CNEL between 65 and 70 dBA*
- *Multifamily residential units that are located within the same building as commercial development*
- *Multifamily residential units located near a structure requiring an HVAC system*
- *Building plans shall be available during design review and shall demonstrate the accurate calculation of noise attenuation for habitable rooms. For these areas, it may be necessary for the windows to be able to remain closed to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, based on the results of the interior acoustical analysis, the design for buildings in these areas may need to include a ventilation or air conditioning system to provide a habitable interior environment with the windows closed. Additionally, for new multifamily residences on properties where train horns and railroad crossing warning signals are audible, the acoustical analysis shall ensure that interior noise levels during crossing events do not exceed the Interior Noise Standards in Noise Ordinance Section 8.32.040.*

- *MM4.6-4 Construction Vibration. For all construction activities within the study area, the construction contract shall implement the following measures during construction:*
  - *The construction contractor shall provide, at least three weeks prior to the start of construction activities, written notification to all residential units and nonresidential tenants within 115 of the construction site informing them of the estimated start date and duration of vibration-generating construction activities.*
  - *Stationary sources, such as temporary generators, shall be located as far from off-site receptors as possible.*
  - *Trucks shall be prohibited from idling along streets serving the construction site.*
- *MM4.6-5 Rail Line Groundborne Vibration. Implement the current FTA and Federal Railroad Administration (FRA) guidelines, where appropriate, to limit the extent of exposure that sensitive uses may have to groundborne vibration from trains. Specifically, Category 1 uses (vibration-sensitive equipment) within 300 feet from the rail line, Category 2 uses (residences and buildings where people normally sleep) within 200 feet, and Category 3 uses (institutional land uses) within 155 feet of the rail line shall require a site-specific groundborne vibration analysis conducted by a qualified groundborne vibration specialist in accordance with the current FTA and FRA guidelines prior to obtaining a building permit. Vibration control measures deemed appropriate by the site-specific groundborne vibration analysis to meet 65 VdB, 72 VdB, and 75 VdB respectively for Category 1, Category 2, and Category 3 uses, shall be implemented by the project applicant and approved by the City prior to receiving a building permit.*

Applicable Policies

General Plan Policies

- *Policy 9-G-1: Protect public health and welfare by eliminating or minimizing the effects of existing noise problems, and by preventing increased noise levels in the future.*

- *Policy 9-G-2: Continue efforts to incorporate noise considerations into land use planning decisions, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.*

- *Policy 9-I-4: Ensure that project applications for all new noise-sensitive land uses (plans and specifications), including hospitals and residential units proposed within the CNEL 60 dB to CNEL 69 dB aircraft noise contour include an acoustical study, prepared by a professional acoustic engineer, that specifies the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve an interior noise level of not more than CNEL 45 dB in any habitable room, based on the latest official SFIA noise contours and on-site measurement data.*

- *Policy 9-1-5: Ensure that project applications for new noise-sensitive land uses (plans and specifications), including schools and places of assembly, proposed within the CNEL 60 dB to CNEL 69 dB aircraft noise contour include an acoustical study, prepared by a professional acoustic engineer, that specifies the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve an interior noise level of not more than Leq 45 dB for the noisiest hour of normal facility operation.*

- *Policy 9-I-6: Require that applicants for new noise-sensitive development in areas subject to noise generators producing noise levels greater than 65 dB CNEL, obtain the services of a professional acoustical engineer to provide a technical analysis and design of mitigation measures.*

- *Policy 9-I-7: Where site conditions permit, require noise buffering for all noise-sensitive development subject to noise generators producing noise levels greater than 65 dB CNEL. This noise attenuation method should avoid the use of visible sound walls, where practical.*

- *Policy 9-I-8: Require the control of noise at source through site design, building design, landscaping, hours of operation, and other techniques, for new developments deemed to be noise generators.*

- *Policy 9-I-10: Do not allow new residential or noise sensitive development in 70 dB+ CNEL areas impacted by SFO operations, as required by Airport Land Use Commission infill criteria.*

As noted above, the proposed project would be consistent with all applicable interior and exterior noise standards for residential uses, would not include any new stationary noise sources that would exceed applicable standards, and the applicant would be required to submit a site-specific vibration analysis confirming vibration levels would be less than 72 VdB, and therefore the proposed project would further the policies listed above.

Conclusion

With implementation of Project-Specific Condition of Approval 3 and Project-Specific Condition of Approval 4, the proposed project would not result in significant noise impacts.

13. POPULATION AND HOUSING

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion

Population Growth

The proposed project consists of the construction of 94 new residential units, and the addition of up to 279 residents.[20] This level of population growth would be consistent with the DSASP, which analyzed the addition of 4,247 residents. As of March 2019, implementation of the DSASP has resulted in the addition of an estimated 2,841 residents within the DSASP Plan Area. Additionally, the DSASP also accounted for a higher employment rate in association with an increased population. The proposed project would be consistent with the type and intensity of development assumed for the project site in the DSASP, and therefore would not exceed the estimated buildout population. Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to population growth.

Displacement of Housing and People

The DSASP FEIR concluded that the DSASP, and projects facilitated by it, would not result in significant displacement impacts. Implementation of the DSASP would not displace significant numbers of residents or residential units necessitating construction of replacement housing

[20] The DSASP FEIR assumes a resident generation rate of 2.96 persons per household.

elsewhere as most new development, including the proposed project, would occur on commercial or vacant sites. Additionally, the DSASP accommodates higher density residential development that could support any affordable housing units lost through redevelopment in the DSASP Plan Area. Therefore, the proposed project would not displace substantial numbers of people or existing housing units, including affordable housing units, necessitating the construction of replacement housing elsewhere. The proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to displacement of housing or people.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the potential population and housing impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

14. PUBLIC SERVICES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
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:				
i. Fire protection?	☐	☐	☐	☒
ii. Police protection?	☐	☐	☐	☒
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☐	☒
v. Other public facilities?	☐	☐	☐	☒

Discussion

Fire and Police Protection, Schools, and Parks

The City implemented a Public Safety Impact Fee in 2012. This fee is intended to fund improvements in infrastructure or public services necessitated by new development. All development facilitated by the DSASP would be required to pay this fee. Additionally, construction of new fire protection

facilities is not expected as a result of the proposed project, as the DSASP FEIR evaluated and determined that current facilities are adequate. Additionally, all development within the DSASP Plan Area would be required to comply with the provision of the CBC and California Fire Code pertaining to fire protection systems and equipment, general safety precautions, and many other general and specialized fire safety requirements for new and existing buildings and premises. Therefore, compliance with Municipal Code requirements and payment of the Public Safety Impact Fee would ensure that the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to public services.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the TASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 8.4-I-4: Require site design features, fire retardant building materials, and adequate access as conditions for approval of development or improvement to reduce the risk of fire within the City.*

- *Policy 8.5-I-1: Ensure adequate police staff to provide rapid and timely response to all emergencies and maintain the capability to have minimum average response times. Actions that could be taken to ensure rapid and timely response to all emergencies include: Maintain a law enforcement standard of 1.5 police officers per 1,000 residents.*

DSASP Policies

- *Policy PS-1: Continue to work with local school districts to ensure the capacity and quality of schools serving the Specific Plan area.*

- *Policy PS-2: Monitor population and employment growth in the Specific Plan area to ensure adequate police services.*

- *Policy PS-3: Implement and fund additional fire protection services to be consistent with and adequate for the growth envisioned in this plan.*

As noted above, as part of the proposed project a payment of the Public Safety Impact Fee would be required. In addition, the proposed project would comply with all applicable codes and regulations related to reduction of fire risk, and therefore would further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential public services impacts of the proposed project. Therefore, potential impacts would be less than significant, and additional mitigation is not required.

15. RECREATION

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New 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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Discussion

Increase the Use of Existing Neighborhood and Regional Parks

The proposed project would include approximately 8,040 of open space, including 3,610 square feet of private balconies and two courtyards, as well as improvements to the adjacent Caltrain plaza. It is expected that existing facilities serving the DSASP Plan Area would satisfy most, if not all, of the park and open space needs generated by buildout of the DSASP, including the proposed project. The DSASP FEIR concluded that there would be no significant parks and recreation impacts resulting from projects within the DSASP. Additionally, upon build-out of the DSASP, a network of new open space opportunities is anticipated that will further serve the entire DSASP Plan Area, and new residential development within the DSASP will be required to pay in-lieu fees to support increases in population. Therefore, because the proposed project would be consistent with the type and intensity of development assumed for the project site within the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to use of existing neighborhood and regional parks.

Recreation Facilities

The proposed project would include private and common open space for use by residents, and would not require the construction or expansion of public recreational facilities. As noted above, existing facilities within the DSASP Plan Area are expected to satisfy most of the park and open space needs. Therefore, because the proposed project would be consistent with the type and intensity of development assumed for the project site within the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to recreational facilities.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Applicable Policies

DSASP Policies

- *Policy PS-4: Plan for and encourage additional parks, open space and recreation facilities throughout the Specific Plan area, as identified throughout this document and consistent with the South San Francisco Parks, Recreation and Open Space Plan.*

- *Policy PS-5: Implement proposed public open spaces at City Hall, at the Linden Neighborhood Center, and in conjunction with the Caltrain pedestrian and bicycle undercrossing to provide special community amenities in the Downtown that will complement traditional parks and recreation facilities.*

As noted above, the proposed project would include open space within the project site, as well as improvements to the adjacent streetscape within the project site. In addition, the project applicant would be required to contribute parks and recreation impact fees as a part of the proposed project. Therefore, the proposed project would further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential recreation impacts of the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

16. TRANSPORTATION/TRAFFIC

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e. Result in inadequate emergency access?	☐	☐	☐	☒
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion

Unless otherwise noted, the following is based on the 200 Airport Boulevard Traffic Study – South San Francisco, CA (Traffic Study) prepared for the proposed project by Hexagon Transportation Consultants, Inc.[21,22] The Traffic Study is included in Appendix E.

[21] Hexagon Transportation Consultants, Inc., 2018. *200 Airport Boulevard Traffic Study – South San Francisco, CA*. October 18.

[22] It should be noted that the Traffic Study evaluated potential impacts associated with the development of 98 residential units on the project site. The proposed project has since been revised to include 4 fewer units (94 units are proposed). Therefore, the analysis provided in the Traffic Study is conservative and slightly overestimates the project's contribution to circulation system impacts. The analysis and conclusions found in the Traffic Study remain applicable to the currently proposed project.

Conflict with an Applicable Plan, Ordinance, Policy, or Congestion Management Program

The DSASP FEIR identified significant and unavoidable impacts at five intersections: E. Grand Avenue/Gateway Boulevard, Grand Avenue/Airport Boulevard, San Mateo Avenue/Airport Boulevard, South Airport Boulevard/Gateway Boulevard, and Baden Avenue/Linden Avenue, as well as impacts on freeway segments, freeway ramps, and transit service. Mitigations were included in the DSASP FEIR, however, the South San Francisco City Council determined that such impacts could not be avoided even with incorporation of these measures, and that no other feasible mitigations or alterative would avoid or lessen the impacts. Therefore, a Statement of Overriding Considerations (SOC) was adopted for the DSASP on January 28, 2015 that weighed new development benefits against potential impacts and determined that significant and unavoidable impacts to transportation and traffic were in the City's best interests. The proposed project is in compliance with all applicable DSASP regulations, and as a result, would not create any additional transportation or traffic impacts beyond those which were already analyzed in the DSASP FEIR and SOC.

The Traffic Study found that the proposed project would cause a queueing impact at the intersection of San Mateo Avenue and Airport Boulevard during the PM peak hour under existing and background conditions. The queueing analysis showed that the 95th percentile queue at San Mateo Avenue/Airport Boulevard for some movements exceeded the available storage during at least one of the peak hours under existing and background conditions. The proposed project would add traffic to the westbound right-turn movement, increasing the 95th percentile queues under existing plus project conditions and background plus project conditions. The proposed project would increase the traffic volume by more than 1 percent for the westbound right-turn movement. Although this would be considered a significant impact based on the intersection significant impact criteria, the 95th percentile queue length for the westbound right-turn lane would only increase by 20 feet (equivalent to one vehicle) during the PM peak hour with the proposed project and is not expected to block the through or left-turn traffic. The queue beyond the right-turn pocket would be contained within the adjacent westbound through lane and would be served along with the through traffic. It would cause only a marginal increase in delay to the through traffic.

The DSASP FEIR identified Mitigation Measure MM4.10-5 under cumulative conditions, which requires modifying the westbound approach to add a left-turn pocket, modifying the approach to include three left-turn lanes, one through lane, and one right-turn lane, and optimizing the traffic signal to reallocate green time to better serve future volumes. According to the DSASP FEIR, implementation of this mitigation measure would allow the intersection to accommodate the 95th percentile queues for all turning movements within the available storage capacities.

The project site is located less than 0.25-miles from the existing Caltrain station and would be approximately a 2-minute walk after the planned reconstruction of the Caltrain station is complete. According to guidelines outlined in the City of South San Francisco General Plan,[23] development within 0.25 mile of a Caltrain or Bay Area Rapid Transit (BART) station, or Ferry terminal can be exempt from Level of Service (LOS) standards.

[23] City of South San Francisco, 1999.

Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to applicable transportation plans.

Air Traffic Patterns

The proposed project would not result in a change in air traffic patterns at San Francisco International Airport or any other airport, including either an increase in air traffic levels or a change in location that results in substantial safety risks. Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to air traffic patterns.

Design Hazards

The proposed project would operate within the existing roadway system and proposes pedestrian safety enhancements to reduce pedestrian hazards. Additionally, the Traffic Study evaluated on-site circulation to determine safety concerns. The Traffic Study included the following recommendations for site access, which would be required as conditions of approval for the proposed project:

- The proposed project should designate a loading area for moving/delivery trucks and ridesharing vehicles to pick-up and drop-off residents.

- The proposed project should include a Travel Demand Management (TDM) program to implement strategies to encourage residents to use transit and off-set the potential parking deficit.

Therefore, because the proposed project would implement the above recommendations as conditions of approval, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to design hazards.

Emergency Access

The proposed project would utilize the existing roadways in the vicinity of the project site. The project design would be required to comply with all applicable City codes and regulations pertaining to emergency access, as well as fire protection and security. In addition, the building would include a sprinkler system; Knox key box for each building with access keys to entry doors, electrical/ mechanical rooms, elevators, and others to be determined; and maps mounted at entry gates for rapid orientation while responding to emergencies. Additionally, as noted in Section 14, Public Services, the City implemented the Public Safety Impact Fee in 2012 for all new development. This fee is intended to fund improvements to infrastructure or public services necessitated by new development to ensure adequate emergency access, which would be applicable to the proposed project. Therefore, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to emergency access.

Public Transit, Bicycle Facilities, and Pedestrian Facilities

Implementation of the proposed project would not require on- or off-site improvements that would conflict with existing policies, plans, or programs that support alternative transportation. The project site is located less than 0.25 mile from a regional rail station (Caltrain) and bus stop (SamTrans). In addition, the proposed project would support both bike and pedestrian usage consistent with the DSASP, including secure bike parking, sidewalk improvements, landscaping, and public bike racks. The Traffic Study included the following recommendation, which would be required as a condition of approval for the proposed project:

- The proposed project shall provide 12 short-term bicycle parking spaces on site as required by the zoning ordinance.

Therefore, because the proposed project would implement the above recommendation as a condition of approval, the proposed project would not result in any new or more severe impacts than those previously analyzed in the DSASP FEIR related to public transit, bicycle, or pedestrian facilities.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Applicable Policies

General Plan Policies

- *Policy 2-G-11: Exempt development within one-quarter mile of a Caltrain or BART station, or a City-designated ferry terminal, from LOS standards.*

- *Policy 2-I-7: Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements, based on traffic generated and impacts on service levels. Explore the feasibility of establishing impact fee, especially for improvements required in the Lindenville area.*

DSASP Policies

- *Guiding Principle 29: Improve access to transit, especially the Caltrain Station.*

- *Policy C-1: Ensure Grand Avenue east and west of US 101 is the centerpiece of the Pedestrian Priority Zone that provides vehicle access for local businesses but also calms traffic through design features.*

- *Policy C-6: Accommodate necessary vehicle traffic, but design these streets to be compatible with active nearby uses with wider sidewalks, transit improvements, or bicycle facilities where feasible.*

- *Policy C-11: Coordinate intersection and capacity improvements with implementation of the pedestrian/bicycle undercrossing and the expansion/elongation of the Caltrain Station platforms.*

- *Policy C-24: Implement improvements to Airport Boulevard to incorporate bicycle lanes, consistent with the City's Bicycle Master Plan.*

- *Policy C-25: Implement bicycle lanes on Airport Boulevard south of Miller Avenue, on Gateway Boulevard north of East Grand Avenue, and on Grand Avenue, in concert with redesign of the street and enhanced streetscape improvements.*

As noted above, the proposed project would be exempted from LOS standards as it would be within 0.25-mile of the Caltrain station, and the project applicant would contribute a fair share of the costs of infrastructure improvements. In addition, the proposed project would include public bicycle racks, encourage the use of public transit with the implementation of a Transportation Demand Management Plan (TDM), and improve sidewalks along the project site's street frontage. Therefore, the proposed project would further the policies listed above.

Conclusion

The DSASP FEIR adequately evaluated the transportation impacts of the proposed project. Therefore, the proposed project would not create any new transportation and additional mitigation is not required.

17. TRIBAL CULTURAL RESOURCES

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
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.	☐	☐	☐	☒

Discussion

Tribal cultural resources were evaluated in Section 4.3, Cultural Resources, of the DSASP FEIR. A records search was performed at the Northwest Information Center (NWIC) and included a review of previous cultural resources surveys and documented resources for the DSASP Plan Area and all lands found within a 0.5-mile radius. The results of the record search indicated that 25 previous studies had been completed within the DSASP Plan Area; seven cultural resources, including three potential tribal cultural resources, were located within the DSASP Plan Area; and twelve cultural resources were located within 0.5 mile. Additionally, as noted in Section 5, Cultural Resources, the DSASP FEIR identifies an additional five historic resources within the DSASP Plan Area.

The project site does not contain any of the known archaeological resources located within the DSASP Plan Area. However, archaeological sites that contain intact, undisturbed cultural deposits that could be considered tribal cultural resources may be located below the level of previous disturbance. The proposed project would thus be required to comply with Mitigation Measures MM4.3-3 and MM4.3-4 from the DSASP FEIR, which require construction personnel involved in ground-disturbing activities to undergo environmental awareness training and earth-disturbing activities to be halted if evidence of an archaeological site or other suspected historical resources is discovered. Therefore, with implementation of these mitigation measures, the proposed project would not create a substantial adverse change in the significance of a tribal cultural resource.

Additionally, as noted in Section 5, Cultural Resources, the HRE concluded that none of the existing buildings appear eligible for inclusion of the California Register of Historical Resources (CRHR) of the City's List of Designated and Potential Historic Resources under any significance criteria. Therefore, the proposed project would not result in any new or more severe impacts than those previously identified in the DSASP FEIR related to tribal cultural resources.

Applicable Mitigation

The proposed project could have potentially significant impacts related to tribal cultural resources. Implementation of the below mitigation measures from the DSASP FEIR would ensure that construction of the proposed project would result in a less-than-significant impact. No new mitigation measures would be required.

- *MM4.3-3 If evidence of an archaeological site or other suspected historical resource as defined by CEQA Guidelines Section 15064.5, are discovered during any project-related earth-disturbing activities (including projects that would not encounter undisturbed soils), all earth-disturbing activity within 100 feet of the find shall be halted and the City of South San Francisco shall be notified. The project applicant shall retain a City-approved archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through methods determined adequate by the archaeologist as approved by the City.*

- *MM4.3-4 Prior to start of construction, all construction personnel involved in ground-disturbing activities and the supervision of such activities will undergo worker environmental awareness training. The archaeological resources training components will be presented by a City-approved cultural resources consultant. The training will describe the types of archaeological resources that may be found in the proposed study area and how to recognize such resources; the protocols to be followed if archaeological resources are found, including communication protocols; and the laws relevant to the protection of archaeological resources and the associated penalties for breaking these laws. Additionally, prior to construction, City-approved archaeological resources consultants will meet with the applicant's grading and excavation contractors to provide comments and suggestions concerning monitoring plans and to discuss excavation and grading plans.*

Applicable Policies

General Plan Policies

- *Policy 7.5-G-1: Conserve historic, cultural, and archaeological resources for the aesthetic, education, economic, and scientific contribution they make to South San Francisco's identity and quality of life.*

- *Policy 7.5-G-2: Encourage municipal and community awareness, appreciation, and support for South San Francisco's historic, cultural, and archaeological resources.*

- *Policy 7.5-I-4: Ensure the protection of known archaeological resources in the city by requiring a records review for any development proposed areas of known resources.*

- *Policy 7.5-I-5: In accordance with State law, require the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered.*

The proposed project would not result in a substantial adverse change to any tribal resources and would comply with all applicable State laws in the event that tribal or archaeological resources are discovered, and therefore would comply with the goals listed above.

Conclusion

The DSASP FEIR adequately evaluated the potential tribal cultural resources impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

18. UTILITIES AND SERVICE SYSTEMS

	New Potentially Significant Impact	New Mitigation Required	Reduced Impact	No New Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. 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?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion

Wastewater Treatment Requirements

The DSASP FEIR concluded that the South San Francisco/San Bruno Water Quality Control Plant, located in South San Francisco, would be able to continue to meet or exceed the wastewater treatment requirements established by the San Francisco Bay Regional Water Quality Control Board (Regional Water Board) with the additional wastewater generated by development permitted under the DSASP. Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to wastewater treatment requirements.

Water and Wastewater Facilities

The DSASP FEIR concluded that development occurring under the DSASP would not necessitate the construction or expansion of water or wastewater facilities. Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to water and wastewater facilities.

Stormwater Drainage Facilities

The DSASP FEIR concluded that no significant increase in storm water runoff was anticipated to be created by the DSASP or DSASP-facilitated development. Additionally, each individual project within the DSASP is required to submit documentation consistent with the State and San Mateo County Water Pollution Prevention Program requirements, which are peer reviewed by the Water Quality Division of the City's Department of Public Works.

The proposed project is expected to qualify for a 100 percent exemption under Special Project Category "C" (Transit-Oriented Development [TOD] Project) of the San Mateo County Water Pollution Prevention Program, which means that the project would be 100 percent exempt (in storm drainage volume) from low impact development (LID) requirements because the project: (1) is within 0.25mile of a transit hub; (2) has a minimum density of 100 dwelling units per acre (project density would be 171 units per acre); and (3) would contain no surface parking. The result would be that up to 100 percent of the project site's impervious surface runoff could be treated with media filter devices approved by the Bay Area Stormwater Management Agencies Association (BASMAA). This proposed exemption is subject to City review and approval.

Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to stormwater drainage facilities.

Water Supply

The City, including the project site, is served by the California Water Service (Cal Water) South San Francisco District. Cal Water obtains water from a purchasing agreement with San Francisco Public Utilities Commission (SFPUC), which is supplied by local surface water sources within its Regional Water System, and from its own groundwater sources. Future area water supplies would be delivered through existing City supply facilities and new water infrastructure constructed for delivery into specific project sites. Adequate delivery was identified within the DSASP FEIR for all anticipated new development within the DSASP Plan Area. Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to water supply.

Wastewater Capacity

Sewage and wastewater generated within the City is collected through the City's sewer system and is disposed of and treated at the South San Francisco/San Bruno Water Quality Control Plant (WQCP). The sanitary sewer system has an interconnecting network of approximately 12 miles of 6-inch to 30-inch-diameter gravity sewer mains, force mains, and twelve pump stations, which function together to bring wastewater from individual homes and businesses to the WQCP. Some pump stations act as tributaries to a few stations that handle most of the wastewater from large portions of the community. Title 14 of the South San Francisco Municipal Code ensures the future health, safety, and general welfare of the City and provides regulations for the City's wastewater collection and treatment system.

Wastewater generation is correlated with water usage and continued water conservation practices would reduce the volume of wastewater generated. New developments, including the proposed project, would be required to comply with all provisions of the NPDES program as well as all applicable wastewater discharge requirements issued by the Regional Water Board, as noted in Section 9 "Hydrology and Water Quality" of this report. The City would maintain local sewer lines and perform upgrades on an as-needed basis. It is anticipated that the increased flows from development under the DSASP, including the proposed project, would not result in required upgrades to the reclamation plants. Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to stormwater drainage facilities.

Solid Waste

Construction of the proposed project would comply with all applicable solid waste regulations. The DSASP FEIR concluded that there is sufficient landfill capacity for full buildout of the DSASP Plan Area. Solid waste service at the project site would be provided by the South San Francisco Scavenger Company. Therefore, because the proposed project would be consistent with the type and intensity of the development assumed for the project site in the DSASP, there would be no new or more severe impacts than those previously analyzed in the DSASP FEIR related to solid waste.

Applicable Mitigation

No substantial changes in environmental circumstances have occurred for this topic. Additionally, there have been no revisions to the project, nor new information that could not have been known at the time the DSASP FEIR was certified leading to new or more severe significant impacts. Thus, no new mitigation measures are required.

Conclusion

The DSASP FEIR adequately evaluated the potential utilities impacts for the proposed project. Therefore, potential impacts would be less than significant and additional mitigation is not required.

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2.0 LIST OF PREPARERS

LSA Associates, Inc.
157 Park Place
Pt. Richmond, CA 94801

Theresa Wallace, AICP, Principal-in-Charge
Matthew Wiswell, Project Manager
Amy Fischer, Principal/Air Quality and Noise Specialist
Cara Carlucci, Planner/Air Quality and Noise Specialist
Leland Villavazo, Air Quality Specialist
Andrew Pulcheon, AICP, CEP, Principal/Archaeologist
Michael Hibma, Associate/Architectural Historian
Patty Linder, Graphics and Production
Marie So, Graphics and Production
Charis Hanshaw, Document Management

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